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PRACTICES AT KANSAS ARMY AMMUNITION PLANT

WILLIAM A. COOK
DAY & ZIMMERMANN, INC.
KANSAS ARMY AMMUNITION PLANT
PARSONS, KS 67357

EDWARD A. KRAJKOWSKI PROJECT ENGINEER ARRADCOM

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US ARMY ARMAMENT RESEARCH AND DEVELOPMENT COMMAND
LARGE CALIBER
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A large part of the cost of electricity at the Kansas Army Ammunition Plant (KAAP) is attributable to the operation of electric motors used in the process operations. Electric motor usage, repair, and replacement practices were surveyed to determine if current procedures are cost effective and energy efficient over the life-cycle of the equipment. An inventory of all motors rated greater than one-quarter horsepower was performed. A

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total of 1,985 motors were inventoried, of which 854 were active and 1,131 were inactive. It was determined that current practices are cost effective. Reduction of energy consumption by replacement of motors with premium priced, higher efficiency motors was examined. Only thirty-one motors qualified for economic replacement when the present motor fails. No motors qualified for immediate replacement since the expected reduction in operating costs could not amortize the cost of a new motor in any reasonable length of time. Standardization of motors and efficiency improvement through application of capacitors and power factor controllers were considered and determined not to be cost effective. Care in specifying replacement motors over the years has resulted in very few motors which are oversized for their application. Corrective action will be taken in these few instances.

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INTRODUCTION

The purpose of this study was to develop a plan for reducing electrical energy consumption at Kansas Army Ammunition Plant (KAAP) through the use of properly-sized and energy efficient electric motors. An inventory was to be performed of all KAAP electric motors rated greater than one-quarter horsepower and pertinent motor data and applications were to be recorded. The information compiled was to be used to determine where deficiencies exist and to develop a means for orderly elimination of those deficiencies. A comparison was to be made involving the applicability of high efficiency electric motors versus standard models at KAAP. A determination was to be made relative to the value of standardizing motors for specific applications.

There are presently 1,985 electric motors at KAAP that have a rating greater than one-quarter horsepower. Of these, 854 are active and 1,131 are inactive. Due to the diversity of the load, assemble, and pack operations and various support equipment, these motors range in size up to 400 horsepower with annual electricity costs ranging up to \$24,000.

STUDY PROCEDURE

The initial phase of this study involved reviewing the production history of KAAP, researching for sources of KAAP electric motor information, reviewing the normal practice for procurement of motors, assessing the types of motor applications that would be involved, assigning maintenance and engineering personnel to the study, and purchasing equipment.

The second phase primarily consisted of performing the motor inventory and recording pertinent motor data.

Manufacturer literature was collected during this phase also.

The third phase of this study concentrated on analyzing the motor data obtained in the second phase and the manufacturer information received. Raw motor data was organized, edited, and entered onto computer files to facilitate further analysis and preparation of the final

report. During this phase, data omissions were noted and additional field work performed.

The final phase involved preparation of tables and other support data for the final report.

KAAP PRODUCTION HISTORY AND CURRENT STATUS

The Secretary of War authorized the feasibility study and the preparation of the development package for KAAP, originally identified as the Kansas Ordnance Plant, on 31 May 1940. On 4 August 1941, the Secretary authorized the construction of three load lines, one each for the 105-mm artillery projectile, the 155-mm artillery projectile, and the 100-pound bomb. Also authorized was construction of facilities for: production of fuzes, boosters, detonators, and primers for the foregoing ammunition; manufacture of amatol and ammonium nitrate; administrative, maintenance, and support activities; and the necessary utilities.

Initial production began in July 1942 and continued until August 1945. During this period, artillery ammunition, bombs, and components for artillery projectiles (such as fuzes, boosters, detonators, relays, and primers) were assembled and ammonium nitrate was produced. The plant was placed on a standby basis in September 1945 and continued on this basis until August 1950.

During August 1950 the Ordnance Corps issued instructions for partial reactivation of the plant. By September 1954 all production lines had been reactivated, and the ammonium nitrate area had been converted to a cartridge case rework area. Items produced consisted of bombs, artillery ammunition and component parts, and reworked 105-mm cartridge cases. Subsequent to the signing of the Korean Truce, production schedules gradually diminished. Upon completion of production orders, the applicable area was decontaminated and laid away. The layaway of the last active production line was completed in July 1957. The plant was again placed on a standby basis, and continued on this basis until December 1966.

During December 1966, the Ordnance Corps issued instructions for reactivation of the plant in support of the Southeastern Asia situation. This reactivation operation commenced in early 1967. With the exception of the cartridge case rework area, all production facilities

were activated. The 100-pound demolition bomb line (1100 area) was converted to a cluster bomb unit (CBU) line, the 105-mm artillery projectile line (900 area) was equipped for loading 81-mm mortar cartridges, and the 155-mm artillery projectile line (1000 area) was converted to a 105-mm artillery projectile line. Items produced consisted of cluster bomb units, 105-mm artillery projectiles, 81-mm mortar cartridges, detonators, fuzes, primers, and lead cup assemblies.

Following cessation of the Southeast Asia situation, production schedules gradually diminished again. Upon completion of the production orders, the applicable area was decontaminated and laid away. By 1975 five of the eight production lines had been placed in an inactive state. Another production area (105-mm artillery projectile) remained active until June 1978, when it was placed in an inactive state. A lead azide production facility (3000 area) was completed in Septemer 1968, partially tested, and placed in an inactive state during 1971.

The production and support facilities at KAAP are identified by their location in numbered areas (fig. 1). Buildings having a number between 900 and 999, for example, are located in the 900 area. The 100 area houses the administration offices, safety and security offices, hospital, communications center, and the laundry. The 200 area includes the maintenance shops, warehousing, and offices for the equipment and property control and maintenance supervision staffs. The 300 area operates on a one-shift (1-8-5) production schedule to load, assemble, and pack the projectile M483. A short term shell rework project is operating on a separate shift (1-8-5) at this time but will terminate in September 1982. The 500 area is in layaway status at this time but has been used to load, assemble, and pack the artillery fuzes M716 and M717. 700 area operates on a one-shift (1-8-5) production schedule to load, assemble, and pack the detonator M55 and expulsion charges. The 800 area is in layaway status at this time but would be reactivated during mobilization to load, assemble, and pack the artillery primer M28B2. The 900 area is in partial layaway status at this time. rework operation utilizes three buildings on a single shift (1-8-5) basis. During mobilization, this line is scheduled to load, assemble, and pack the 81-mm mortar cartridge. The 1000 area is in layaway status at this time but is scheduled to load, assemble, and pack the 105-mm projectile during mobilization. The 1100 area is in partial layaway status at this time with several buildings being used to support production of the Anti-Armor Cluster Munition.

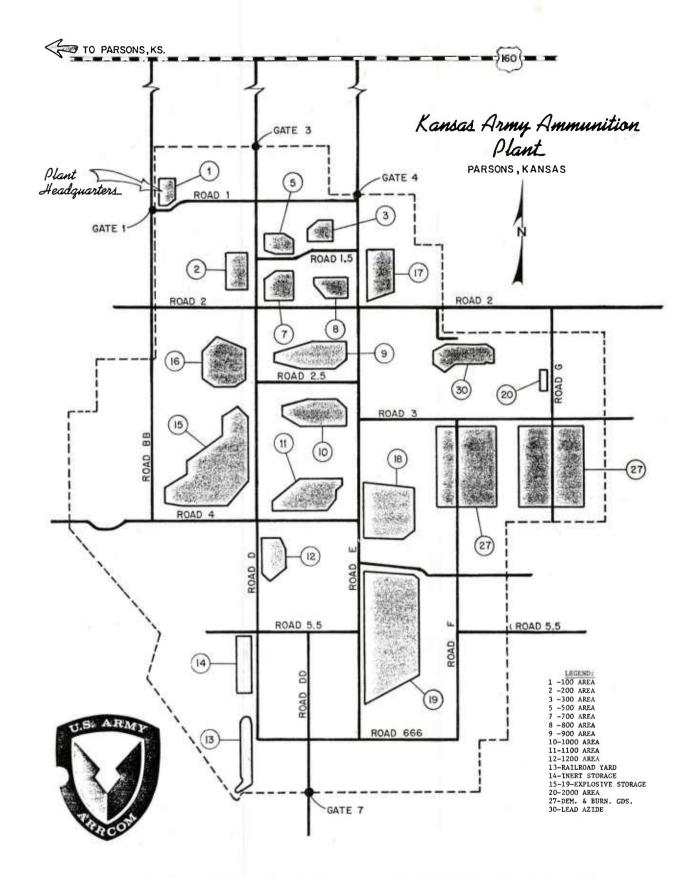


Figure 1. Map of Kansas Army Ammunition Plant (KAAP)

During mobilization, this line is scheduled to load, assemble, and pack the CBU 58B and 71. The 1200 area is in layaway status at this time but has been used to produce ammonium nitrate and for cartridge rework operations. The 1400 area is in partial layaway status at this time. This area provides warehousing for inert components and materials used in the production operations. The 2000 area is used for reliability testing of M42 and M46 grenades in support of the 300 area production. The 2100 area contains the facilities for the production of potable water. The 2200 area contains the facilities for treatment of sanitary sewage wastewater. The 3000 area is in layaway status at this time but is scheduled to produce dextrinated and RD-1333 lead azide during mobilization.

Some facilities are not located within the above described areas. These buildings carry numbers less than 100. Buildings referred to in this report include: Building 52 - Fire Station; Building 53 - Receiving and Inspection; Building 57 - Physical Test; Building 58 - Gage and Chemical Laboratories; Building 60 - Yardmaster's Office; and Building 80 - Dunnage Shop.

MOTOR HISTORY

As KAAP production schedules have varied during the past 40 years, so have the numbers, sizes, types, and applications of electric motors. Following World War II, nearly all motors were laid away. These motors were then reactivated to support production during the Korean Conflict. Some motors were added at that time. nearly all motors were laid away following cessation of the Korean Conflict. During the period of 1957 to 1966 very few motors were active at KAAP. In support of production for the Southeast Asia situation, nearly all motors were reactivated. Modernization and expansion projects resulted in the addition of a large number of motors to the KAAP inventory, especially in the 900, 1000, 1100, and 3000 areas. Conversion in 1976 of the 300 area for production of the 155-mm, M483 projectile added many motors to the KAAP inventory. Current construction, modernization, and expansion projects will impact similarly.

One alternative to motor replacement that has been employed at KAAP is rewinding problem motors. Several

hundred motors have been rewound during the past 15 years alone. Many were rewound prior to that period as well. This contributed to the current situation where installed motors range in age from new to 40 years.

MOTOR PROCUREMENT PRACTICE

The current practice for procuring electric motors at KAAP is as follows. An individual budget responsible manager notes that a motor is required. A purchase requisition is then prepared detailing the exact specifications for the replacement or newly-required motor. During normal processing, the purchase requisition is reviewed by an electrical engineer in the Project and Facilities Engineering Division of Day & Zimmermann, Inc. (D&Z) for suitability for the application. At this point, an alternative motor may be recommended for any one of several reasons. The purchase requisition is then processed by the Purchasing Department of D&Z and motor suppliers are contacted.

The additional screening by the electrical engineer is a requirement started in 1979 to improve motor selection. Factors such as energy efficiency, power factor, service factor rating, and design improvements can be overlooked quite easily by budget responsible managers who infrequently procure electric motors and who, in some cases, have little technical expertise in motor selection. This step also can result in a recommendation that the motor in question be rewound in-house rather than replaced.

KAAP ELECTRICAL SYSTEM

Electricity for KAAP is purchased from the Kansas Gas and Electric Company. The main substation is served by three-phase, 60-cycle, 66-kilovolt primary power. The electricity is transmitted throughout the plant via 7,200/12,470 volt, three-phase, grounded "Y" connections.

The following services are provided at various locations with most major areas being served by several types: 120 volt, single phase; 120/208 volt, three-phase;

120/240 volt, single phase; 240/480 volt, three-phase; 277/480 volt, three-phase; and 480 volt, three-phase.

A limiting factor, in some instances, can be service type available when replacement motors are being selected. Major changes in service types are not normally economically feasible just to permit operation of certain types of motors. This should not be totally discounted, so this will be given consideration for future multiple motor changes.

ELECTRIC MOTOR EFFICIENCY IMPROVEMENT ALTERNATIVES

There is no single, simple solution to reducing electric motor energy consumption and cost. The total cost of electrical service can include usage (kilowatt-hour) charges, demand (kilowatt) charges, and power factor penalty charges. No single method is the best solution for reducing these expenses and energy waste. Improved motor energy consumption may be achieved by use of more efficient motors, use of energy efficiency improvement devices such as power factor controllers, use of higher speed motors in some instances, use of motors with lower horsepower ratings, use of motors designed specifically for the application, and use of more efficient driven equipment.

Four of the six alternatives above require replacing the existing motor with another having superior characteristics. This, then, requires that the electricity savings amortize the cost of purchasing and installing the replacement motor within a reasonable time period. One alternative requires installation of power factor improvement equipment for the existing motor. This, too, requires that the electricity savings amortize the purchase and installation costs within a reasonable time period. The remaining alternative involves replacement or maintenance of the driven equipment such that the motor load is reduced. Satisfactory amortization is a necessity.

To improve motor efficiency by installation of a different motor is normally quite simple. Determining the actual efficiency gain in advance is not. Design efficiencies of electric motors vary with motor type and size and have changed through the years as electricity and motor hardware costs have changed. Very few manufacturers list efficiency data in their sales catalogs. Those including this data do so only for full load situations.

Thus, it is difficult to compare motor efficiencies without actual operation data. To improve motor efficiency manufacturers may use more iron and copper in the motor, use thinner but more expensive insulation, require closer tolerances, and/or improve workmanship. High efficiency motors are designed to minimize internal losses for applications requiring the rated design load, or close to it, for most of the duty cycle. When motor load is reduced, the electromagnetic effects within the motor don't reduce correspondingly and the internal losses are proportionally higher. Therefore, low load efficiency is still poor.

Discussion of replacing motors at KAAP having low efficiencies with more efficient motors is included starting on page 14. The principal deterrent to this alternative is expected annual electricity savings. Another problem is determining the actual efficiency improvement to be expected. This is compounded by the wide range of sizes, motor types, ages, applications, and hours of operation. Another complication involves explosion-proof motors which are the dominant type at KAAP. No manufacturers could be found that offered both standard and high efficiency explosion-proof motors which would permit direct comparison of the rated efficiencies and the corresponding purchase cost increase. One manufacturer maintains that its motor line is designed to be more efficient than the standard motor lines available from other sources; but since the other manufacturers tend to not provide efficiency data, direct comparison was not possible.

To improve motor efficiency by installation of electrical devices such as capacitors is quite simple in theory but determining the actual energy and cost savings is not. Power factor improvement is the goal of this alternative. Power factor is the ratio of electrical power used by a motor to perform useful work to the total power drawn from the utility line. Capacitors, for example, supply reactive power to inductive equipment (motors) to reduce the need to draw this power directly from the utility line. This raises the power factor, reduces the current, and the kilovolt-ampere demand decreases somewhat. Capacitors help to reduce electrical load through reduction of the motor heat load by lowering the current. Also, as current decreases, distribution system losses become smaller and plant distribution voltage drops decrease.

Power factor controllers are designed to improve power factor by sensing the load on the motor and modifying the applied voltage so that the motor draws nearly full load

current at full load power factor, but at a reduced voltage. Core losses and copper losses are reduced while full load motor speed remains nearly constant. The availability of power factor controllers for use with three phase motors has been a limiting factor in application at KAAP. This is a relatively recent technological development so extensive field data is not available. Manufacturers developing three-phase controllers found that their early designs tended to create serious instability problems in electric motors causing them to vibrate violently. These situations are not conducive to use in explosive production operations. Controller cost has been another factor limiting application as a 10 horsepower, three-phase controller, for instance, costs between \$400 and \$850.

Motor efficiency improvement through application of capacitors and power factor controllers is not a prime alternative for several reasons. The principal reason is that there is no direct charge in the electicity billing at KAAP for low power factor. Savings would be limited to the minor motor efficiency improvement that could be achieved and reduction of some indirect costs, such as electrical hardware requirements, through the freeing of some kilovolt-ampere capacity for use by added equipment. However, specification of power factor improvement devices on replacement or newly-required large motors may be justified and thorough investigation is recommended for future motor changes. Many motors, such as those on portable shop equipment, do not permit simple power factor improvement. Low power factor is frequently due to the nature of the applied load causing light loading during much of the period of operation. This is best improved through installation of power factor controllers but the electricity cost savings must allow amortization of the device purchase and installation cost within a reasonable time period.

To improve motor efficiency by increasing motor speed is not a major opportunity at KAAP. Most motors have been selected to operate at the correct or best speed for the application. Most motors of each rating category operate at or near 1750 revolutions per minute with few motors operating at far lower or higher speeds unless required by the application. Efficiency improvement based on motor speed increases alone should range from one to three percent based on motor size and type. This small increase is generally not sufficient to amortize the necessary investment. However, when added to the specifications for replacement or newly-required motors some additional justification is possible for thorough investigation of

this alternative.

To improve motor efficiency through the use of motors having lower horsepower ratings is possible at KAAP. Some motors may have been oversized for their application. This is not a major problem, though, so few motor locations provide economic justification for replacement. Care in specifying routine replacement motors, in recent years at least, has contributed to the limited utility of this alternative. Most motors currently active were specified for the function they are currently serving, therefore, only minor efficiency improvement for this type of change is probable.

To improve motor efficiency through application of motors specifically designed for the various applications is a minor alternative for energy reduction at KAAP as most motors have been selected for their current applications on that basis. Some minor improvement in general purpose and support area motors might be realized but significant energy and cost savings are not probable. Replacement with higher efficiency motors of the same size and type would produce greater savings at about the same expense.

To improve motor efficiency by modifying the driven equipment in some way to reduce the actual power requirement is quite complex. Each motor installation would be different from any other although repetitive production operations with identical motors could be similar. Load reduction through improved maintenance of the driven equipment might be achieved in some cases but determination of actual savings and increased operating expense would be very difficult. Load reduction through replacement of faulty driven equipment is another possibility but opportunities for such changes were not observed during the data gathering phase of this study.

KAAP MOTOR INFORMATION

To fully assess the utility of a specific motor, many factors must be considered. For this study the following motor data were accumulated: location, function, horsepower, nameplate voltage(s), nameplate amperage(s), speed, phase type, frame size, motor type, metered amperage, annual hours of operation, and approximate annual cost of electricity to operate each motor. This data was used to determine the technical and economical potential

for motor replacement or other actions which would result in reduced electrical demand. The information presented in this report is sufficiently accurate to define the magnitude of effort required to substantially reduce electrical usage and to identify the motors that can be economically modified or replaced.

Listings of the active motors at KAAP in order by building number (location) and then by horsepower rating within each building are included as Appendixes A and B. Listings of the inactive motors at KAAP in the same order are included as Appendixes C and D. Computer limitations necessitated putting only about one-half of the total motor data on a single computer file. Therefore, motors located in the 100, 200, 300, 500, 700, 800, 900 and General Areas are listed in Appendixes A and C while those in the 1000, 1200, 1200, 1400, 2000, 2100, 2200, and 3000 Areas are listed in Appendixes B and D.

All motor information, except hours of operation and electricity cost, was recorded by the electricians in the field. Metered amperages were determined by use of clamp-on ammeters. The recorded annual hours of operation for each motor was provided by plant personnel familiar with the normal duty cycle of each motor. As these values are estimates, there may be some sizeable discrepancies. Still, the apparent magnitude should be sufficiently close to actual to have an adequate confidence level in the results.

The annual cost of electricity to operate the motors was based on an average charge of four cents per kilowatt-hour. Metered amperage times line volts times annual hours times four cents per kilowatt-hour was used for calculating annual electricity costs for single phase motors. The factor 1.732 was used for three-phase motor calculations. Annual cost would increase proportionately if any of the above factors were to increase. The costs listed are based on constant loading such that the metered amperage would be required during all hours of operation. This, of course, is not completely accurate for most motors. But, the resulting costs can be used to indicate the maximum annual cost that could be expected so long as the electricity charge and hours of operation remain unchanged.

Additional motor information that could have been listed includes: motor manufacturer, year of manufacture, apparent power factor and whether or not the motor is of the explosion-proof type. This data can have a bearing on

selection of replacement motors and related costs.

An inventory of motors by manufacturer would be interesting to review but would be of minor importance in developing a motor replacement plan. Some motor manufacturers produce motors that are not identical to those having the same catalog description that are produced by other manufacturers. This problem will need to be handled on an individual motor basis.

An inventory by year of manufacture would also be interesting to review but would not be of great value in developing a motor replacement plan. Due to the cyclical nature of production at KAAP it is possible to have a 30 year old motor with fewer total hours of operation than a five year old motor. This is especially true when the newer motor is serving a function requiring near-continuous operation while the older motor has intermittent usage. The large number of motors that have been rewound add to the confusion in determining which motors have had the most extensive life.

Discussion of the relatively minor opportunity for energy reduction through application of power factor improvement devices was included under Electric Motor Efficiency Improvement Alternatives starting on page 9.

A record of which motors require explosion-proof construction was not maintained. Nearly all motors in production buildings at KAAP are required to be of this type. For replacement planning, this must be considered, but little effort is required to determine whether or not the relatively few motors for which replacement is recommended are of this type.

Table 1 on page 19 summarizes the range of electricity cost for operating motors at KAAP and provides the number of motors within each given range of annual cost. Slightly more than one-half of the active motors have a cost of \$50 or less. Fewer than ten percent have costs in excess of \$300 while only 3.2 percent have costs in excess of \$1,000. Table 2 on page 22 summarizes the range of annual hours of operation for active motors and provides the number of motors within each given range of hours. Nearly one-half of the motors operate fewer than 500 hours annually. The above facts are directly responsible for the fact that few motors at KAAP can be economically modified or replaced with more efficient motors based on current electricity costs.

The prevalence of low annual operating costs is due somewhat to the large number of fractional horsepower motors. Of the active motors, 35.6 percent are rated at one-third or one-half horsepower, 50.9 percent are rated at one horsepower or less, and only 11.2 percent are rated greater than five horsepower. These percentages would not change significantly if all inactive motors were reactivated. Table 3 on page 21 provides the number of active, inactive, and total motors of each horsepower rating and the corresponding percentage of the total each rating represents.

Explosion-proof motors are predominate in the production areas. Since more than half of the currently active motors are located in production areas it is evident that high efficiency explosion-proof motors are important to energy reduction potential at KAAP. If all inactive motors were to be reactivated, four out of five motors would be located in production areas. Table 4 on page 23 provides the number of active, inactive, and total motors located in each area and the corresponding percentage of the total each represents.

ECONOMIC EVALUATION OF MOTOR CHANGES

The methods of increasing motor efficiency were discussed above under Electric Motor Efficiency Improvement Alternatives. The largest efficiency improvement should be obtained by installing a replacement motor that has been designed to operate more efficiently than that presently installed. Speed changes, power factor improvement, switching to a smaller horsepower motor, changing to motor design, and modifying the driven equipment were alternatives considered but which, in the normal case, provide a smaller efficiency improvement than does motor replacement while the cost of change would be similar. Therefore, to simplify identification of motors which may allow economical energy reduction, the selection criteria used below is based on replacing the existing standard motors with higher efficiency replacement motors of the same horsepower, speed, frame size, and type.

The differential purchase cost between standard and high efficiency electric motors is dependent on the motor rating, frame size, type, electric service used (120 volt, single phase versus 240/480 volt, three-phase), and motor

speed. The differential purchase cost, for example, tends to increase as horsepower rating increases. The differential efficiency improvement achievable also varies somewhat with motor type and rating. For example, the efficiency gain tends to decrease as horsepower rating increases.

In order to establish the magnitude of potential for replacing motors, a single type has been used for screening purposes. The type selected is totally-enclosed, fan-cooled, which is representative of many motors at KAAP. Table 5 provides a summary of the annual present electricity costs for each motor rating that would be required so that the energy saved by improving the motor efficiency by the percentage listed would result in adequate cost savings to amortize the purchase and installation costs within a reasonable period of time.

Three basic replacement alternatives were considered. First, replacement when the present motor fails. differential cost in this case is limited to purchase cost of the motor as the installation cost would be required Second, replacement, at this time, of a low efficiency motor that is operating satisfactorily In this case the differential cost is motor otherwise. purchase cost plus installation cost. A simple economic breakeven payback period of three years was chosen as the selection base for these two alternatives to be representative of the criteria used when production funds Third, replacement through the Energy are used. Conservation and Management (ECAM) program. This program is commonly used to procure, install, or modify facilities and/or equipment when energy savings are adequate to meet the program criteria. A discounted benefit to cost ratio of one or more is required and a ratio of mega BTU's saved annually to thousands of dollars invested equal to or greater than 13 is required at this time for the plan of action to be accepted. A four year planning cycle is the disadvantage to using ECAM funds for projects of the type being considered.

In Table 5, cost differential is based on average manufacturer prices for each motor rating. Efficiency improvement is based on averaging manufacturer information. Energy savings percentages were calculated by use of the equation: S = 100/EA - 100/EB where S = energy savings, EA = standard motor efficiency, and EB = replacement motor efficiency. The quantity EB - EA is equal to the efficiency improvement listed. For the case where a currently installed motor is to be replaced prior to failure, gross installation costs have been included. This

cost was set at \$100 minimum for motors up to three-quarter horsepower, \$200 minimum for motors between one and five horsepower, and \$800 minimum for motors of seven and one-half and ten horsepower. Installation costs for motors larger than 10 horsepower must be evaluated separately as few locations and applications are similar; therefore, no figures for motors over 10 horsepower are provided in Table 5 for alternatives two and three. However, the findings for the smaller motors should also apply.

A comparison of the minimum annual costs listed in Table 5 to the costs listed in Appendixes E and F, which list the motors by increasing annual cost, finds that few motors qualify for economic replacement. For the first alternative, a total of 31 motors appear to qualify. but eight of those motors are of the explosion-proof type so actual efficiency improvement and cost savings can be questioned. For the second alternative, no motors qualify. For the third alternative, 17 motors appear to qualify but all are of the explosion-proof type. A summary of the motors that qualify, sorted by horsepower rating, is provided as Table 6. Table 7 lists the recommended replacements for the 31 motors qualifying for replacement using Alternative 1 of which 17 also qualify using Alternative 3. As Baldor was the only manufacturer found claiming to produce energy efficient explosion-proof motors, all motors recommended show the Baldor data including full load efficiency. Follow-up action has been initiated by KAAP staff to further evaluate these motors prior to seeking funds to procure replacement motors.

MOTOR DEFICIENCIES

Among the motor data included in Appendixes A and B are values for motor current to be expected at full load and the current metered during normal operation. By comparing these values for each motor it is possible to identify those motor installations where the actual load is greater than full load according to the nameplate. In some instances this excessive loading is due to the motor being operated at a voltage slightly different than that given on the nameplate. Another reason for apparent excessive loading is that most motors are subject to a service factor rating which permits overloads of 15 to 35 percent depending on motor rating and type. Most explosion-proof motors have a service factor of 1.0 but some are rated at

1.15.

Of the 854 active motors, a total of 34 appear to be loaded excessively based on the data in Appendixes A and B when the above qualifications are considered. Only 11 of those 34 have an annual electricity cost in excess of \$50. Seven of those motors are connected to air compressor units which are normally designed to operate at near full load during the duty cycle so minor overloading is not uncommon. Follow-up action has been initiated by KAAP staff to further evaluate the remaining motors prior to seeking funds to procure replacement motors. In-house rewinding will be considered where applicable.

STANDARDIZATION OF MOTORS

One method of reducing overall motor cost is to minimize the number of motor types and sizes required. A major benefit is that fast replacement of problem motors would generally be possible by having inactive motors of the same description in-plant. This would be especially helpful for motors that normally have a long delivery period. Another benefit is that manufacturers can offer price discounts when a sizeable number of identical motors are being purchased. Manufacturers can also construct motors with improved operational characteristics if the purchaser has a need for a sizeable number of identical motors and is willing to accept the longer delivery period and higher purchase price. Maintenance performed by plant personnel would be simplified to some degree due to a smaller number of motor types.

The principal limitation to standardizing motors at KAAP is the wide variety of applications of motors due to the diverse nature of ammunition load, assemble, and pack operations. The information on motor functions provided in Appendixes A, B, C, and D indicated that there are few common types of motor applications. Motors on production equipment have normally been selected specifically for the function being served so replacement with a motor of different rating, speed, frame size, or phase type is not normally a wise decision and, in some cases, cannot be done. The requirement for explosion-proof construction for about one-half of the active motors reduces the potential for standardization greatly. Potential for standardization is minimal for motors rated greater than five horsepower as most of those motors have special applications and there

are relatively few motors of each horsepower rating.

Actual energy cost savings and maintenance savings must provide adequate economic advantage to justify motor relacement for standardization purposes. This economic payback is not possible for most motor applications due to the small percentage of efficiency improvement that would be achieved and the predominance of annual electricity cost below \$200 (72.8 percent). Therefore, overall standardization of motors at KAAP is not recommended. Current government buying regulations and practices do not lend themselves to standardization, particularly where the equipment is procured and installed under Corps of Engineers contracts. Current standards are that "low bid" takes precedence over energy efficiency.

CONCLUSIONS

- 1. Current electric motor usage, repair and replacement practices at Kansas AAP are cost effective and energy efficient over the life-cycle of the equipment.
- 2. Reduction of energy consumption by replacement of motors with premium priced, higher efficiency motors was examined. Only 31 out of 854 active motors surveyed qualified for economic replacement when the present motor fails. No motors qualified for immediate replacement since the expected reduction in operating costs could not amortize the cost of a new motor in any reasonable length of time.
- 3. Standardization of motors and efficiency improvement through application of capacitors and power factor controllers were considered and determined not to be cost effective.
- 4. Care in specifying replacement motors over the years has resulted in very few motors which are oversized for their application. Corrective action will be taken in these few instances.

Table 1. Summary of annual electricity costs a

Annual electricity cost (\$)	Number of motors	Percentage of total
0-50	438	51.2
51-100	92	10.8
101-200	92	10.8
201-300	53	6.2
301-400	18	2.1
401-500	9	1.1
501-1000	24	2.8
1001-2000	9	1.1
2000 and up	18	2.1
Undetermined b	101	11.8
TOTAL	854	100.0

a - Based on 4¢ per kilowatt-hour electricity charge.

b - Electricity cost is undetermined due to missing motor data. Examples include sump pump motors and exhaust fans where nameplates were inaccessible.

Table 2. Summary of annual hours of operation

Number of hours	Number of motors	Percentage of total
0-99	15	1.8
100-500	371	43.4
501-1000	177	20.7
1001-2000	180	21.1
2000 and up	91	10.7
Undetermined*	_20	2.3
TOTAL	854	100.0

^{*}Annual hours were not determined as most of these motors are used to support a short term engineering project. Therefore, these are not eligible for replacement. The usage of the remaining motors is very limited.

Table 3. Summary of active, inactive, and total motors sorted by horse-power rating

Horsepower rating	Number of active motors	Percentage of total	Number of inactive motors	Percentage of total	Number of total motors	Percentage of total
1/3	158	18.5	102	9.0	260	13.1
1/2	146	17.1	183	16.2	329	16.6
3/4	66	7.7	117	10.3	183	9.2
1	65	7.6	166	14.6	231	11.6
1-1/2	32	3.8	79	7.0	111	5.6
2	56	6.6	60	5.3	116	5.8
2-1/2	0	0.0	2	0.2	2	0.1
3	40	4.7	72	6.4	112	5.6
4	2	0.2	0	0.0	2	0.1
5	94	11.0	130	11.5	224	11.3
7-1/2	36	4.2	50	4.4	86	4.3
10	24	2.8	31	2.7	55	2.8
15	16	1.8	28	2.5	. 44	2.2
20	3	0.4	9	0.8	12	0.6
25	3	0.4	20	1.8	23	1.2
30	0	0.0	11	1.0	11	0.6
40	0	0.0	4	0.4	4	0.2
50	2	0.2	6	0.5	- 8	0.4
75	3	0.4	2	0.2	5	0.3
100	4	0.5	7	0.6	11	0.6
125	1	0.1	7	0.6	8	0.4
150	1	0.1	0	0.0	1	0.0
200	2	0.2	1	0.1	3	0.3

Table 3. (cont)

Horsepower rating	Number of active motors	Percentage of total	Number of inactive motors	Percentage of total	Number of total motors	Percentage of total
250	. 0	- 0.0	1	0.1	1	0.0
400	1	0.1	0	0.0	1	0.0
Undetermine	d* <u>99</u>	11.6	43	3.8	_142	7.1
TOTAL	854	100.0	1,131	100.0	1,985	100.0

^{*} Horsepower rating of these motors was not available. Examples include sump pump motors and exhaust fans where nameplates were inaccessible.

Table 4. Summary of active, inactive, and total motors sorted by location

Area	Number of active motors	Percentage of total	Number of inactive motors	Percentage of total	Number of total motors	Percentage of total
General	39	4.6	0	0.0	39	3.0
100	57	6.7	4	0.4	61	2.1
200	220	25.8	9	0.8	229	11.5
300	253	29.6	- 7	0.6	260	13.1
500	2	0.2	51	4.5	_ 53	2.7
700	107	12.5	1	0.1	108	5.4
800	5	0.6	60	5.3	65	3.3
900	36	4.2	192	16.9	228	11.5
1000	14	1.7	309	27.3	323	16.2
1100	30	3.5	251	22.2	281	14.2
1200	2	0.2	19	1.7	21	1.1
1400	37	4.3	4	0.4	41	2.0
2000	2	0.2	0	0.0	2	0.1
2100	18	2.1	2	0.2	20	1.0
2200	21	2.5	1	0.1	22	1.1
3000	<u>11</u>	1.3	221	<u>19.5</u>	232	11.7
TOTAL	854	100.0	1,131	100.0	1,985	100.0

Summary of current annual electricity cost required for economic payback of motor changes* Table 5.

Alternate =3 annual electricity cost required \$	110	145	165	252	447	468	708	992	2,48,	2,648	1	1	1	ů.	F
Alternate =2 annual electricity cost required \$	308	359	397	692	1,212	1,234	1,727	1,818	7,735	7,949	1	h	ī	•	ī
Alternate =1 annual electricity cost required \$	51	103	141	179	346	368	515	909	897	1,111	1,052	1,096	1,343	1,435	3,264
Alternate #3 total purchase cost plus installation \$	175	232	264	402	423	442	478	517	1,188	1,268	1	1		1	1
Alternate #2 differential purchase cost plus installation \$	120	140	155	270	280	285	285	300	902	930	1	ı	t _i	1	ı
Alternate #1 differential purchase cost	20	40	55	70	80	85	85	100	105	130	120	125	145	155	235
Effective energy savings, percent	13.0	13.0	13.0	13.0	7.7	7.7	5.5	5.5	3.9	3.9	3.8	3.8	3.6	3.6	2.4
Effeciency improvement percent		ω	æ	ω	വ	വ	4	4	m	ო	m	က	ო	ю	2
Horsepower	1/3	1/2	3/4		1-1/2	2	m	ហ	7-1/2	10	15	20	25	30	40

Alternate #3 annual electricity cost required \$\$\frac{1}{4}\$		ı		•	1	ı
Alternate ≅2 annual electricity cost required \$	1	ı	i	1	ı	ı
Alternate #1 / annual electricity cost required \$	3,681	8,194	8,958	11,014	23,485	30,000
Alternate #3 total purchase cost plus installation		ı	ı	ı	ı	1
Alternate #2 differential purchase cost plus installation	ı	1	ı	ı	ı	•
Alternate #1 differential purchase cost	265	230	645	760	775	066
Effective energy savings percent	2.4	2.4	2.4	2.3	1.1	1.1
Efficiency improvement percent	2	2	2	2	-1	1
Horsepower rating	20	75	100	125	150	200

* Based on 4¢ per kilowatt-hour electricity charge.

Table 6. Summary of motors qualifying for economic replacement

	1													
	00 f													
Alternate #3	Number of explosion-proof motors	2	4	 1	7	0	.e [™]	 1	H	0	0	0	0	17
Alt	Number of standard motors	0	0	0	0	0	0	0	0	0	0	0	0	0
1	E 2													
	roof		32											
Alternate #2	Number of explosion-proof motors	0	0	0	0	0	0	0	0	0	0	0	0	0
tern														
Al	Number of standard motors	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternate #1	Number of explosion-proof motors	4	2	П	8		1	П	П	0		0		23
Alte	Number of standard motors	വ	0	0	0	0	0	0	0	0	0	က	0	ω
	Horsepower rating	1/3	1/2	3/4	1	1-1/2	2	က	2	7-1/2	10	15	20 and up	TOTAL

Table 7. Motor replacement plan

	Frame	299	48	84	29 _C	299	299	299	99	256T	. 95	26	1457	1827	1847	182 ^C	254T	2547	254T	99
	Full load eff., %	56	99	65	74	74	74	74	75	. 85	74	9	77	. 85	85		84	84	84	74
	Phase	-	-	m	m	m	ო	ო	m	m	m	-	: m	ന	m	m	m	m	. ო	m
	RPM	1725	1725	3450	1725	1725	1725	1725	1725	1140	1725	1725	1140	1725	1725	1740	3525	3525	3525	1725
	Horsepower rating	1/3	1/3	1/3	1/3	1/2	1/2	1/2	H	. 01	1/3	1/2		က	2	-	15	15	15	1/3
	Line volts	115	115	208	460	208	208	208	208	208	208	115	508	460	208	208	208	208	208	208
•	Alternate(s) ^D qualifying	1		1	1	1, 3	1, 3	1, 3	1		-1	1, 3	1, 3	1, 3	1,3	1, 3	-	T.		1, 3
Annuala	electric cost, \$	70	. 63	69	57	166	178	204	197	1,658	62	254	260	911	975	275	1,195	1,266	1,259	116
	Explosion-proof yes/no	No	No	No	Yes	Yes	Yes	Yes	, Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	ON	ON	NO ON	Yes
	Function	Burner Motor	Boiler Chemical Mixer	Boiler Fuel Oil Feed	=7 Connolly Feed Out	Shell Walker	Shell Walker	West End Crossover	Banding Conveyor Motor	Hydraulic Pump	Lead Cup #2 Conveyor	East Air Compressor	Air Compressor	Air Handler	Air Compressor	Air Compressor	Water Feed Pump #1	Water Feed Pump #2	Water Feed Pump #3	Condenser Fan
	Location	58	112	112	315	315	315	315	315	315	324	701	703	705	705	708	724	724	724	732

Table 7. (Cont)

Frame	99	182 ^c	145T	99	99	99	99	26	99	26	324T ^C	29C
Full load eff., %								75	75	. 56	91	56
Phase	1	ო	က	-		က	က	ო	m	1	က	
RPM	1725	1740	1725	1725	1725	1725	1725	1725	1725	1725	1160	1725
Horsepower rating	1/3		2	1/2	3/4	1	1	1		1/3	52	1/3
Line	115	208	208	115	115	208	208	208	802	115	460	115
Alternate(s) ^b qualifying	1, 3	1, 3	1, 3	1	1, 3	1, 3	1, 3	1, 3	1, 3	1	1	1
Annual ^a electric cost, \$	157	670	485	117	170	596	596	596	308	69	1,399	83
Explosion-proof yes/no	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	ON
Function	Air Compressor	Air Compressor	Air Compressor	Exhaust Fan	Air Compressor	Condensor Fan	Condensor Fan	Condensor Fan	Condensor Fan	Chemical Feed Pump	Air Compressor	Burner Motor
Location	733	736	739	740	741	741	741	741	741	905	904	2106

Based on 4c per kilowatt-hour electricity charge.

Based on data in Table 5. ю . С

No exact, energy efficient replacement was found. The motor recommended will require frame alteration.

APPENDIX A

ACTIVE MOTORS SORTED BY LOCATION AND BY HORSEPOWER RATING AT EACH LOCATION - BUILDING NUMBERS BELOW 999

DAY AND ZIMMERMANN JUTRACTOR OPERATOR KANSAS ARMY AMMUNITION FLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

AN	2	
AN	2000 2000 2000 2000 2000 2000 2000 200	Í
METER	E 111	,
NORM	4 4 9 1 9 1 9 1 1 1 1 1 1 1 1 1 1 1 1 1	ľ
LINE	208 2208 2208 2208 2208 2208 2208 2208	t
KAAP NUMBER	12747 93321 72792 72	
TYPE	A A	
FRAME SIZE	556 734 6556 1827-623M 6556 556 634 634 634 634 634 634 454 454 454 454 454 454 454 454 454 4	i
NAMEPLATE AMPERES	10.0	
NAMEPLATE VOLTS	115 230 440 2208 416 4115 230 416 416 416 416 416 416 416 416 416 416	
PHASE	במה הממה ההם ההם המממון ומממממה ו הממה ממה ממחם הההה הממחם ההחמם ההחמם ההחמם ההחמם ההההה החמם ההההה החמם הההחמ	i
RPM	1725 1725	
. д	2	
LOCATION FUNCTION	BENCH GRINDER BOILER OIL PUMP OVERHEAD HEATER CONDENSATE PUMP AIR COMPRESSOR FULE OIL BURNER TENSILE TEST MACHINE OVERHEAD HEATER ONDENSATE PUMP OVERHEAD HEATER AIR HANDLER MOTOR ONDENSATE PUMP AIR COMPRESSOR AIR HANDLER MOTOR AIR HANDLER MOTOR AIR HANDLER MOTOR AIR HANDLER MOTOR ONDENSATE PUMP OUPLICATOR SUMP PUMP OUPLICATOR PAPER CUTTER AIR COMPRESSOR SUMP PUMP CONDENSATE PUMP CONDENSATE PUMP CONDENSATE PUMP SUMP ONDENSATE PUMP	
LOCAT	60000000000000000000000000000000000000	

DAY AND ZIMMERMAL CONTRACTOR OPERATOR KANSAS ARMY ASMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

12			<u>a</u>		PHASE	NAMEPLA.E VOLTS	IS E	AMA	NAMEPLATE AMPERES	SIS	FRAME	TYPE	KAAP	LINE	NORM S AMPS	METER	AN	AN
230 460 1.8 1.7 .9 MONE 208 1.8 1.5 1000 230 460 3.4 1.2 1.6 7.9 MONE 208 1.8 1.5 1000 230 460 3.4 1.7 .9 36 NONE 208 1.8 1.5 1000 230 460 3.4 1.2 1.6 7.9 MONE 208 1.8 1.5 1000 230 460 3.4 1.2 1.6 7.9 MONE 208 1.5 7 14.0 2010 230 460 1.5 1.7 .9 3.5 1.8 1.4 1.2 1.6 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	.33 SER .33	333	1725 3450		↔ =	115		4.2		18	30		NONE	115	4.2	6 6 6 6	100 000 000 000	∢ ⊶
230 6 6 6 7.4 3 1.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7	CONDENSATE FUMP .75 3450 HOT WIR RETURN PUMP .50 1750	2 N	1750		m M	•	1 4	4.6	1.2	1 b	9		NONE	208	7.7	W	1000	m 5
Color Colo	85.	1.	17.0		→ 1			8.6	W. U.	85		z	NONE	115	9.	200	1000	SP.
1, 0, 0 1, 0	- NE MTR 1.00 -	ı	5/1		מו ני		• •	4.6	3.6	0 I	. 9	, n a.	NONE	208	4 4	9 6	200	2 0
Color Colo	1.00	- 1			ומו	208	-	9		1	-	-	NONE	208	4	4	2000	116
13.6 144. 57.0 56-3 15 147 1900 220 126. 144. 57.0 56-3 15 147 1900 220 126. 144. 57.0 56-3 15 15 15 16 16 16 17 16 18 18 18 18 18 18 18	BLOWER MOTOR 5.00	1733	17.50	•	n M	208		16.2		181	41	X 2004B	NONE	208	15.7	14.0	2000	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
220 460 126. 144. 57.0	5.00	!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	1	1.3	-	-	-	13.6 -	1		-	-	NONE	208	13.6	14.7	1000	211
220 440 1.9 1.0	2021 EE. MI	20Z1 FE.		ר) ני			4 I	126. 1			-	75	NONE	208	121.0	75.0	1000	2390
220 460 1.5 1.4 7 4941GH	MIXER .33 1725	1725		-				5.0		48		S	NONE	115	, N	4.6	3000	63
220 440 1.5 1.6 7.7 4844GH	.33 1725	1725				115 23		6.6	 	- 58	98	RA C	79256	115	9.9	n n	200	12
220 440 1.9 1.0	MEST	34.50		→ M.			1 4	0 r	 	1 4	41 GM	2	NONE	000	0 m	9 -	999	7 0 0
220 440 11.2 2.1 H 0885172 208 4.2 3.6 750 220 440 7.4 7.0 3.5 213 H 0885772 208 7.4 4.0 750 220 440 7.4 7.0 3.5 213 H 088773 208 7.4 4.0 750 220 440 7.4 7.0 3.5 213 H 088725 208 7.4 3.6 750 416 14.4 7.2 213 P 06048 08724 208 6.7 6.7 750 416 14.4 7.2 213 P 068744 208 14.4 9.2 750 416 14.4 7.2 213 P 068744 208 14.4 10.0 750 416 14.4 7.2 213 P 068744 208 14.4 10.0 750 416 14.4 7.2 213 P	50 1725	1725		מנ			4	1.9	1.0	56	;		088520	208	10.		750	19
220 440 7.4 7.0 3.5 213 H 085772 208 7.4 4.6 750 220 440 7.4 7.0 3.5 213 H 085772 208 7.4 3.6 750 220 440 7.4 7.0 3.5 213 H 085772 208 7.4 3.6 750 460 9.8 4.9 1827 60648 087224 208 10.9 5.6 750 416 14.4 7.2 213 P 085442 208 14.4 12.0 750 416 14.4 7.2 213 P 085442 208 14.4 12.0 750 416 14.4 7.2 213 P 085442 208 14.4 12.0 750 416 14.4 7.2 213 P 085442 208 14.4 12.0 750 416 14.4 7.2 215 P 085442 208 14.4 12.0 750 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 7.5 416 14.4 7.2 215 P 085442 208 14.4 11.4 12.5 2016 420 440 28.8 27.2 13.6 2157 R NONE 208 28.8 20.0 7.5 440 10.0 10.0 284 MLU NONE 208 28.8 20.0 100 440 10.0 10.0 284 MLU NONE 208 21.2 1.5 5.0 2016 440 10.0 284 MLU NONE 208 28.8 20.0 100 440 10.0 284 MLU NONE 208 28.8 20.0 100 440 10.0 284 MLU NONE 208 28.8 20.0 100 440 10.0 20.0 10.0 284 MLU NONE 208 21.2 1.5 5.0 2016 440 10.0 284 MLU NONE 208 28.8 20.0 100 440 10.0 20.0 10.0 284 MLU NONE 208 28.8 20.0 100 440 20.0 13.0 20.0 10.0 284 MLU NONE 20.0 20.0 10.0 284 MLU NONE 20.0 20.0 10.0 284 MLU NONE 20.0 20.0 10.0 284 MLU NONE 20	088518 1.50 1730	1730		m		• •	٧.	1.2	2.1		4	×	088519	208	4.2	3.6	750	38
220 440 7.4 7.0 3.5 213 H 895773 208 7.4 3.6 750 410 410 6172 208 10.9 5.6 750 410 410 6.7 6.7 6.4 3.2 184 00548 087225 208 10.9 5.6 750 410 6.7 6.7 6.4 3.2 184 00548 08722 208 10.9 5.6 750 410 6.1 14.4 7.2 2.13 P 085743 208 14.4 12.0 750 416 6.1 14.4 7.2 2.13 P 085743 208 14.4 12.0 750 416 6.1 14.4 7.2 2.13 P 085743 208 14.4 10.0 750 416 6.1 14.4 7.2 2.13 P 085847 208 14.4 10.0 750 416 6.1 14.4 7.2 2.15 P 085847 208 14.4 10.0 750 416 6.1 14.4 7.2 2.15 P 085847 208 14.4 10.0 750 416 6.1 14.4 7.2 2.2 2.5 4.2 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2	DRYER TUMBLER 2.00 1000 3	1000		א ניו		•••	4 4	7.4	6.7 6.6 9.4		יו מי		085772	208	7.4	n 4	750	98
460	TUMBLE 085770 2.00 1000	1000		מו ני			4	7.4	200		מ מ		MB5773	200	7.4		200	2 00
220 440 6.7 6.4 3.2 184 COGX 087224 208 6.7 6.7 750 416 14.4 7.2 213 P 085743 208 14.4 12.0 750 416 14.4 7.2 213 P 085744 208 14.4 12.0 750 416 14.4 7.2 213 P 085744 208 14.4 10.0 750 416 14.4 7.2 213 P 085745 208 14.4 10.0 750 416 14.4 7.2 213 P 085745 208 14.4 10.0 750 416 14.4 7.2 215 P 085745 208 14.4 10.0 750 416 14.4 7.2 215 P 085745 208 14.4 10.0 750 416 16.0 7.2 215 P 085745 208 14.4 10.0 750 416 16.0 7.2 215 P 085745 208 14.4 10.0 750 416 16.0 7.2 215 P 085745 208 14.6 11.4 750 416 16.0 7.2 215 P 085745 208 14.6 11.4 750 416 16.0 7.2 215 P 085745 208 14.6 750 750 416 21.6 10.8 25407 P 085944 208 21.6 21.5 750 416 21.6 10.8 25407 P 085944 208 21.6 21.5 750 416 21.6 10.8 25407 P 085944 208 21.6 21.5 750 416 21.6 10.8 25407 P 085944 208 21.6 21.5 750 416 21.6 10.8 25407 P 085944 208 20.6 750 750 750 750 750 750 750 750 750 750	087222 3.00 1740	1740		m				9.8	4.9		2T	G0G4B	087225	208	10.9	9.6	750	. 69
416 14.4 7.2 213 P 085744 208 14.4 9.2 750 416 14.4 7.2 213 P 085744 208 14.4 12.0 750 416 14.4 7.2 213 P 085745 208 14.4 10.0 750 416 14.4 7.2 213 P 085847 208 14.4 10.0 750 416 14.4 7.2 215 P 085847 208 14.4 11.4 7.5 416 14.8 7.2 21.5 P 085847 208 14.4 11.4 7.5 416 21.6 10.8 7.2 21.5 2540 60GK 08742 208 14.4 11.4 7.5 416 21.6 10.8 7.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5 21.5	087222 3.00 1745	1745	745	ו מו		.,.	440	6.7	4.0	.2 18	41	X500	087224	208	6.7	6.7	750	5
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416	5.00 1650	1650	650	m		•	- -	14.4	7.2	- 51		. a.	085744	208	14.4	10.0	750	107
416 14.4 7.2 215 P 085745 208 14.4 10.0 750 416 14.4 7.2 215 P 0865449 208 14.4 11.4 750 750 416 14.8 7.4 2540 Godk 087223 208 14.8 9.7 750 416 21.6 10.8 25642 P 085742 208 21.6 23.0 750 416 21.6 10.8 25642 P 085742 208 21.6 23.0 750 416 21.6 10.8 25642 P 085742 208 21.6 23.0 750 416 19.6 9.8 21.6 10.8 25642 P 085742 208 21.6 21.5 21.5 750 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 21.2 20.0 10.0	MACH 085824 5.00 1650	1650	650	m.		17	9	14.4	7.2	21	m	۵.	085847	208	14.4	8.7	750	46
416 16.0	WASHING MACH 085746 5.00 1665 3 WASHING MACH 085824 5.00 1665 3	.00 1665	665	יו מי		208 41	1 4	14.4	7.2	5 	ın ır	a. a	085745	200	14.4	10.0	750	138
416	5.00 1725	.00 1725		מו		208		16.0	 	 - -	184T		088943	208	16.0	13.0	750	140
416 21.6 10.8 256UZ P 0659446 208 21.6 21.5 750 440 19.6 9.8 256UZ P 067 80251 208 22.5 18.0 1000 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 28.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 28.0 750 220 440 28.8 27.2 13.6 284 MLU NONE 208 14.4 12.5 2016 220 440 21.2 20.0 10.0 284 MLU NONE 208 14.4 12.5 2016 230 18.4 9.2 184 KC NONE 208 21.2 1.7 1500 240 26.0 13.0 255Z 250 18.4 9.2 184 KC NONE 208 28.8 20.0 100 250 26.0 13.0 56Z 250 56 56Z 250 56Z 27255 115 5.6 5.1 300 27255 115 5.6 5.1 300 27257 115 5.6 5.1 300 27257 115 5.6 5.1 300	00 1760	.00 1760		ו מו		208 41	9	14.8	7.4	1 22	40	GOGK	087223	208	14.8	7.6	750	186
400	085824 7.50 1700	.50 1700	4	יו ני				21.6	10.8	1 1	642 6UZ	. a.	085846	208	21.6	21.5	750	244
440 19.6 9.8 284 06X 80251 208 20.8 17.0 3000 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.5 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 208 28.8 20.0 750 220 440 28.8 27.2 13.6 215T R NONE 115 9.7 8.2 100 220 440 28.9 27.2 13.6 25.4 MLU NONE 208 14.4 12.5 2016 2016 440 13.6 6.8 25.4 MLU NONE 208 14.4 12.5 2016 2016 20 440 21.2 20.0 10.0 284 MLU NONE 208 14.4 12.5 2016 2016 20 440 21.2 20.0 10.0 284 MLU NONE 208 21.2 1.7 1500 20 20 20 20 20 20 20 20 20 20 20 20 2	7.50 1745	50 1745		ומו				23.4	11.7	121	31		NONE	208	22.5	18.0	1000	260
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220 440 5.9 3.0	R BLOWER 85768 10.00 1735	0.00 1735		m		•	4		-		57	œ	NONE	208	28.8	28.0	750	303
220 440 5.9 3.0		1750		⊶ ,				9.0		: !			NONE	113	7.0	0.0	100	4 -
4.00	C2/1 55.	07/1		- r				9.0		i ž	7	0	NONE	110	9.0	9 6	2014	4 ñ
220 440 21.2 20.0 10.0 284 MLU NONE 208 21.2 1.7 1500 230 4.0 2.0 10.0 284 KC NONE 230 9.2 8.0 100 100 100 100 100 100 100 100 100 1	5.00 1750	1750		מו ני			•	13.6	6.8	1 2	0 4	MLU	NONE	200	14.4	12.5	2016	385
230 18.4 9.2 184 KC NONE 230 9.2 8.0 100 460 26.0 13.0 215TC 97239 208 28.8 20.0 100 5.6 562 5.2 3.00 5.6 562 5.1 55.6 5.1 50 5.6 562 5.1 300 5.6 562 5.1 300 5.6 562 5.1 300	7.50 1750	1750		m			•	21.2	2	.0	4	ALC:	NONE	208	21.2	1.7	1500	433
460 26.0 13.0 2157C 97239 208 28.8 20.0 5.6 5.6 5.7 5.7 5.8 5.3 5.6 5.7 5.7 5.2 5.3 5.6 5.7 5.8 5.1 5.2 5.1 5.6 5.6 5.2 5.2 5.1 5.4 5.1 5.6 5.6 5.7 5.2 5.1 5.4 5.1 5.6 5.7 5.7 5.7 5.1 5.6 5.1 5.6 5.7 5.2 5.2 5.2 5.3	1.50 1725	50 1725	725)			•	4		•	4	×	NONE	230	9.2	8	100	0
460 26.0 13.0 215TC 97239 208 28.8 20.0 5.6 56.7 27255 115 5.6 5.3 5.6 56.7 56.7 78046 115 5.6 5.1 5.6 56.7 56.7 115 5.6 5.1 5.6 56.7 56.7 115 5.6 5.1 5.6 56.7 56.7 115 5.6 5.1 5.6 56.7 56.2 5.1	MOTOR			ı			-			 	-	-	62347	-	-		1500	
	BALER 10.00 1745	1745		m		•	0	26.0	13.0	21	STC	-	97239	208	28.8	20.0	100	42
. 7256 115 5.6 5.1 NONE 115 5.6 5.1 NONE 115 5.6 5.1 27253 115 5.6 5.3	OH DOOR OPENER .33 1725	1725		-		115	-	5.6	-	36	7,	-	27255	115	9.0	D. 3	300	60
NONE 115 5.6 5.1	.33 1725	1725		⊶ `		115	-	9.0		56	71	S	78046	115	9.0	 	900	→ 0
27253 115 5.6 5.3	OH DOOR OPENER .33 1725	1725		-		115		0 0		1	, .		NONE	115	0.0	ນ ຄ.	999	10 CC
	.33 1725	1725				115		9.0		- 56	7	-	27253	115	5.6	5.3	300	00

DAY AND ZIMMERMAN CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

COST	B M 4 M B M B H V M B M V L V L M D M M M V T L M D M M M M M M M M M M M M M M M M M	1114
AN	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1000000
METER		1.6
NORM		0.1.6.1.0 0.0.0.0
LINE	2088 2208 2208 2208 2208 2208 2208 2208	200 200 200 115 115
KAAP NUMBER	47252 47252 47251 NONE 67174 75364 76725	78902 96479 NONE 45543 68028
TYPE		JEX FLL PA88 CR200
FRAME SIZE	5.62 1.65 1.65 1.65 1.118 1.11	284 DU48 48
NAMEPLATE AMPERES	10.0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	25.0 12.5 1.5 6.3 6.2
NAMEPLATE VOLTS		220 440 208 230 115
PHASE		n n
RPM		3500 1100 1725 1740 3450
표	T	10.00 .33 .33
LOCATION FUNCTION		0 10
LOCAT		202 203 203 203 203 203

LOCAT	OCATION FUNCTION	e i	MPM	PHASE	NAMEPLATE VOLTS	NAMEPLATE AMPERES	FRAME	TYPE	KAAP	LINE P	NORM AMPS	METER	AN	COST
203	PEDESTAL GRINDER	.33	3600	. =	115	4.5		×	19659	115	4.5	3.2	100	~
203	Ų.	50	200	מו	220 440	6.2 3.1	A66	SPLT	73918	208	9.9	6.1	100	0
203		.50	1075	-	115 230	5.8 2.9	K36		90298	115	8.0	3.2	100	m
203	CINCIN CHUCK MOTOR	.50	1140	m		2.2			92766	208	2.5	2.7	200	~
203	HEATER MOTOR	50	1725		• •	7.0 3.5	₩24		8943	115	7.0	5.2	100	m
203	COOLANT PUMP	.50	1725	m		2.0 1.0			98285	208	2.0	2.7	200	'n
203	DISC SANDER	.50	1725	-	115 230	8.6 4.3	56		91041	115	8.6	4.4	100	*
203	ROCKWELL DRILL PRESS	80.	1725	r) .	_	1.6 0.8		510M	089692	208	1.8	1.0	100	(4
203	COIL WINDER	20	1725	-		8.8 4.4	RM720	B-LINE	62474	115	4.	8.7	100	4
203	AIR HANDLER	.50	1725			7.0 3.5	63A		8942	115	7.0	. d	100	m
203	VACUOM PUMP	20	1725		'	8.4 4.2	26		NONE	115	4.4	8.2	100	*
203	LATHE MOTOR	.50	1725	m	220 4	1.7 0.8	99	FS.	74640	208	1.7	1.3	200	m
203			1725	ימ		1.6 0.8	J56	PA	96553	208	1.6		200	
203	DRILL PRESS	. 50	1760	m	220 440	2:0 1.0			74642	208	2.1	1.4	100	m
203	BUFFER/MOTOR	S.	3450	- 4	115	2.0	5324C		89244	115	9	7.4	100	~
203	GRINDER BUFFER	90	3450	-	115	5.0	5324C		089243	115	n.	2.7	100	7
263	BALDOR GRINDER	9.0	3450	 1	•	4.8	1530		71999	115		m e	900	N
202	PEDESTAL GRINDER		3436	ๆ เ		1.4 0.7	10.03 F.0.03		14199	30B	0,1		100	N :
203	NORTON CHUCK MOTOR	.7	1135	ו מי	-	5.1 2.6	203	¥	75458	208	4 (7.5	200	9
203		2	1150	ו מי	220 440	2.8 1.4	203		NONE	208	e i	5 .8	200	۱ ۱
203	DELTA DRILL PRESS	2	1725	۳) ا	9440	2.2 1.1		A.	15041	208	2.0	n. 1	991	" 1
203	CONDENSATE PUMP	.73	3450	ו מי	220 4	2.5 1.3	656		95126	208	2.1	1.9	100	۳.
203	TO DODE TABLE	1.00	1200	ז ניו		3:5 1.8	1840	≥ i	96553	208	ກ ເ ດ		1200	
202	TIG BORE CARR E MOTO	98	0001) L	228 449	2.7 2.4	710	0 10	74/14	0 000	7.0	* *	986	* 7
200		9 6	100) r	944 800	7.0	780	<u>.</u>	. 7 4 4 7 4	0 0 0	4 4		9 6	
200		9 6	1700	א נ		7.5	163		44510	200	0	9.6	96	2
203	APT ND	6	1705) M		2.8		5	3451	200		7.7	96	
200	OH ATR HANDI FR WEST	00	1725) M	220 440	2.0	NO N		8940	208	, c	0	200	2
203	METAL ROLL	1.00	1725	m		3.6 3.4 1.7	143T		96670	208	9.0	0	100	'n
203	TRENT MOTOR OVEN	1.00	1725	m	220		56CZ	-	95151	208	3.0	1.7	50	m
203	JIG BORE SPINDLE MTR	1.00	1725	m		3.9 1.9	612	PT	91741	208	4.1		- 000	
203	WELLS BANDSAW	1.00	1750	m		3.3 1.7	A208		65981	208	ы С	2.5	100	'n
203	CROSS FEED	1.00	1800	m	440		184	T.	97319	208	9		200	12
203	GRINDER MOTOR	1.00	3400	ו מ	208 220 440	3.6 2.8 1.4	L3X42	_	90922	208	3.6		200	0
203	FAN HOTOR	99.	2400	7 r	٠.		B 6		73114	i 8		7.	991	
202	BAND SAW	9 6	2000	ე •	027	7.5	107		1000	100	2 0	000	9 6	1
207	ELEC INGIDE GRINDER	9 6	247	٦ ٢	220 440	7.8 7.1	×4.67	TA	92766	1000	1	1	960	- 0
203	GRINDER/MOTOR	1.00	3500	m		2.7 2.6 1.3	26R		97892	208	2.7	1.7	100	· [7]
203	PORTABLE PIPE THREAD	1.00	-	~	1	0			689060	115	14.4	4.6	100	4
203	EXHAUST FAN EAST	1.50	1000	-	115 230	18.4 9.2	184	χÇ	91056	115	18.4	7.5	100	ω
203	EXHAUST FAN WEST	1.50	1000	~		18.4 9.2	184	χÇ	91058	115	18.4	7.6	100	œ
203	HARDING LATHE	1.50	1700	m	208 220	3.6 3.4	215	۵.	98545	208	3.6	3.0	200	10
203	DRILL PRESS ELEV MTR	1.50	1700	m	440	5.8 2.9	5185	CTK	71732	208	6.1	3.7	100	6
203	TRACING MIL QUILL	1.50	1700	m		5.1 2.6	145TY-4		92695	208		2.5	1000	36
203	ELEC SHP EXHAUST FAN	1.50	1725	m					NONE	208	6.1	. N	100	
203	_	1.50	1725	ו ניו	220	4.6 4.6 2.3	184			208	01	4.0	200	† 1
203		1.50	1725	m I		4.8 2.4	C66Y	TDK-BZ	8/98/0	902	ŋ.	1 1	991	
203		n 8	1725	ا د		1.4	08		NONE	208	10,	7 -	997	- 4
203	DATE DEFES	9.6	1720	۲) P	230 460	3.2	210F	ւ Մ Մ	78423	200		1.4	200	1 4
203]	י	77			2	100	1	•		***	

DAY AND ZIMMERM , CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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AN	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	100
METER	พ.พ. ๑ 4 4 ๑ พ. 4 4 พ. 1 ๑ พ. ๑ พ. ๑ ๓ พ. ๑ ๒ ๑ ๑ ๑ ๑ ๑ ๑ ๑ ๒ ๗ ๑ ๒ ๖ ๗ ๓ ๒ ๗ ๒ ๓ ๒ ๒ ๒ ๒ ๒ ๒ ๒ ๒ ๒ ๒ ๒ ๒ ๒ ๒	4.0
NORM	4	9.1
LINE	2 2 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	208
KAAP	9944 902514 902514 902514 902514 90269	993079
TYPE	245 AG	15
FRAME	184 184 1457 2040 2137 2213 2225 AV0-184 1827 51909 525190 60218 60	567
NAME PLATE AMPERES		8.2 4.1
NAME PLATE VOLTS		
PHASE		מנ
A P	1730 1730 1800 1800 1800 1150 1150 1172 1172 1172 1172 1172 1172 1172 117	3450
, d	222. 11. 12. 12. 12. 12. 12. 12. 12. 12.	3.00
LOCATION FUNCTION	LER EAST LLE MACH OTOR OR SAW ROLL RP MILL RS SAW SSAW SSAW SSAW SSOL IN SPINDLE SPND MTR SSND MTR SPND MTR SSND MTR SPND MTR SPND MTR SSOR NOTOR SSOR NOTOR SPND MTR SSOR NOTOR SSOR NOTOR SPND MTR SPND	ROCKWELL RADIAL SAW
LOCAT	2001 2001 2001 2001 2001 2001 2001 2001	207

DAY AND ZIMMEKMA. CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 47357 ELECTRIC MOTOR STUDY

	COST	in	61	6	0 1		1	114	1 1	-	1	1	1		ر د ار	47	61	50	68	0 K	2 2	168	177	180	421	9.1	207			1	4	9 5	2 6	33	CA			28 0	21	13	. a	101	1 10	73	n ć	,
	ARS HRS	50	380	800	100	200	100	300	200	200	200	200	200	200	2016	2016	2016	2016	2016	2010	2016	2016	2016	2016	2016	1000	2016	2016	200	200	200	9 6	200	388	100	300	9 60	900	100	200	200	995	100	1268	100	2
	METER	3.5	7.5	7.60	9 6	?!	0.3	23.7	5.2	1.9	7.1	1.0	1.4		9 0	1.5	2.1	1.9	n c	, ,	e n	in m	6.1	6.2	14. ປຸ	9.0	2.7	4	6.6	9.6	2.3			6.9	3.6		0	4	14.6	13.5	10.3	7 6	7.5	4.2	1 6	
	AMPS	8.2	14.0	23.5	9.77			26.4						1 6	2.8	1.7	3.6	9.6	٠ ٠ ٠	1.4	14.0	9.1	9.1	9.1	14.7	12.8	14.4			-	8 1	2 6	2 10	7.6	4.0			4.4	14.5	14.0		, d , d		5.2	8 6	
	LINE	208	208	200	207	I	115	208	-		1	-		"													208						208			208							115	208	115	0
	KAAP	693077	48007	73000	217.0		60815	27011	9369	0366	0364	8320	0367	NOW I	NONE	45727	81218	81158	NONE	09822	45729	NONE	NONE	NONE	12150	20107	69192	64558	NONE	NONE	97812	44548	89394	89391	70833	94374	NONE 1	77457	NONE	269060	NONE 0445	NONE NONE	NONE	40997	86558 NOME	
	TYPE	620M	ST					S			1		1			NONE	CEIX	X Z	CEIX	×		¥	ጙ	*;	x ì	א א	ШX		1	† † †		269103A	269105A	TDR-BH			Eilad	SES		CDR-LE		C.14R		2382M	SPS	
	SIZE		525	77.0				284							56 .	NONE	182	182	182	225	254Y	145T	145T	145T	207 407 407	25.4	25.4						1	F56			654	255-4	184T	182		21ST			900	
	NAME PLA IE AMPERES	7.4 3.7	14.0 7.0	22.0 11.0				26.4 13.2						10.0	7.8 3.9		3.6 3.4 1.7	3.6 3.4 1.7	4.4 4.7	1	14.0	9.1	9.1	9.1	14.7	12.8 6.4	13.6 6.8				5.0	2.3	2.3	7.6 3.8	4.0		2.5 1.3	6.0 3.0	ı	14.0 7.0		29.4		5.2 2.6	B-0	
1	VOLTS	460	208 220 440				115	208 416			1			115	115 230	•	220	208 220 440	• • •	1	-			208	807		220 440	•				208 440	208 440		280 008			440		•••	1 1 1	200	115	208	200 000	!
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	T d	3.00	9 6	7.50				10.00	1					.33	.50	80.	1.00	9.6	1.50	2.00	3.00	3.00	3.00	900	96	900	5.00	1		 - - -	1 2	9 10	33	3.00			.75	2.00	5.0			10.00	.33	2.00	2.00	
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	LOCA	207	207	207	207	207	202	707	200	2000	208	208	208	209	209	602	200	209	200	209	200	209	200	209	209	209	209	209	221	177	243	243	243	243	247	243	247	247	247	747	247	247	253	253	302	

DAY AND ZIMMERMAL CONTRACTOR OPERATOR KANSAS ARMY AMMUNITIO, PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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Z	2.5	1.2	1.2	1.5	1.5	1.2	1.2	1.5	1.5	1.5	1.5	1.2	1.5	1.2	1.5	1.5	1.5	7 -1	1				1.5	1.5	1.5	3.2	2.2	n c	10	14	2.2	2	2.2	200	8	2.2	2.2	20	N C	10	2	2.2	2.2	2.2	20	NC	22
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RPM	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	17.20	17.20	17.25	1725	1775	1725	1725	1725	1075	1075	1075	10/1	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725
o a	.33	.33	.33	.33	33	m	. 33		.33	.33	.33	.33	33	33	.33	.33	8		3 !	2,5	3 5		33	.33	.33	.50	.50	80.	9 6			200	.50	8 6		. 50	. 50	8				50	.50	. 50	50	90	
LOCATION FUNCTION	5 DISCHARGE CONVEYOR						**				POWDER CONV	#2 FEED-OUT		CONC	DRV SYNTRON	#10 FEED-IN			TON I CON	3 #/ FEED-IN CONNOCLY	GAGING MACH				CONC			S AIR CONDITIONER FAN				DISASSEMBLY DRI	5 #1 FUZE GAGING	n n	EXHAUST			BODY UNTRAYING	5 #5 FUZE GAGING CONLY		J ¥	MAIN ASSEMBLY #	GAGING MACHINE	5 ASSEMBLY DRIVE	5 TRAYING TABLE	# # # #	#5 FUZE GAGING
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DAY AND ZIMMERMAN, CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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Z Z Z	00000000000000000000000000000000000000	200000000000000000000000000000000000000	20000000000000000000000000000000000000	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 C C C C C C C C C C C C C C C C C C C	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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LOCATION FUNCTION	#10 TAPE FIXTUR CONLY #7 TAPE FIXTUR CONLY GAGING DRIVE MOTOR CONVEYOR DRIVE #1 #2 TAPE FIXTUR. CONLY		%		MOTOR THE MATR THE MATR TO MATR TO MATR TO MATR TO MATR CONLY	HYD FOMP MOTOR #7 HYD MOTOR CONNOLLY UNLOAD HYD PUMP #11 UNIT #4 W END CONVEY #5 HYD MTR CONNOLLY
LOCAT	212 212 215 215 215	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	215 215 215 215 215 215 215	310 310 310 310 310 310 310 310 310 310		315 315 315 315 315 315

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AN	196 262 255	293	300	319	238	191 229	248	191	229	191	178	191	2004	191	268	178	171	171	152	175	152	283	78	307	191	197	1658	547	287	580	587	573	539	509	376	
AN HRS	1588 2888 2888	1500	2000	2888	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	9997	10001	1000	1000	1000	1000	0000	500	20000	2000	2000	2000	2000	2000	70000	2000	2000	1000	1000	10001	
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NAMEPLATE VOLTS			230 460	230 460		230 460		230 460		230 460			230 460	230 460			230 460					230 460			230 460		230 460			230 460			230 460		230 460	
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RPM P	173 0 173 0 1730	1730 1730	1730	1730	1730	1740	1740	1740	1740	1740	1740	1740	1740	1740	1740	1740	1745	1745	1745	1745	1745	35000 15000	3500	3500	3500	3500	35,00	1750	1755	1755	1755	1755	1765	1765	1765	1
đ	5.00 0.00 0.00	7.00 0.00	ນ ນ ອີອີ	888	5.00	5.00 .00	5.00	n i	5.00	7.00 000		5.00	 8	, n	5.00	5.00	, n	5.00	5.00 80 80	9 6	5.00	10 m	. n	5.00	. in	5.00	9 8	10.00	10.00	10.00	10.00	0.0	15.00	15.00	15.00	•
LOCATION FUNCTION	HYDRAULIC PUMP #9 HYD PUMP CONNOLLY #6 HYD PUMP CONNOLLY	#3 HYD PUMP CONNOLLY UNLOAD HYD PUMP #2	#2 HYD PUMP CONNOLLY UNIT #3 W END CONVEY	#8 HYD MTR CONNOLLY	#4 HYD PUMP CONNOLLY	HYD PUMP MOTOR	PUMP	HYD PUMP MOTOR	PUMP MOTOR	HYD PUMP MOTOR	PUMP MOTOR	PUMP MOTOR	PUMP MOTOR	HYD PUMP MOTOR	PUMP MOTOR	P MOTOR	EXHAUST FAN #5	UST FAN	AN	1 # NAT	4# NAH	##	5 5	LING	VACCUM UNIT 3 FROM/E		HAD BIMP	PUMP	PUMP	HYD PUMP MOTOR	PUMP	PUMP	HYDRAULIC PUMP MOTOR	PUMP	HYDRAULIC PUMP MOTOR HYD PUM CON SWAGE #1	
LOCAT	315	315	315	215	315	315	315	315 815 815	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	راي د اي	315	315	015 015	315	315	315	315	215 215	1

DAY AND ZIMMERMAN. CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

AN	956 389 686 62 29	57	719	31	N;	104	16 28	9 (7	- 00	140	116	388 31	149	4 1	2.5	5	194	7 F	144	8605	1 4	254	142	8 8	96	8 2	260	46	911	14.4	6871	99	646
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LINE	460 460 460 208 208	115	208 208 208	208	115	208	208 208	20B	2008	208	208	208 208	480	208	8000	208	208	440	460	460	115	115	80 00 60 60 61 6	208	1	1000	208	208	460	4 4 B	460	208	208
KAAP NUMBER	94685	90599			87488	16000	77038	65277	94055	70/4/	96387	95149	97194	89393	89393	NONE	89393	84343	NONE	98375	2 1 6 6 6 6	1	97818	9445		73497	69358	96569	93116	97876	93127	70003	97904
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NAMEPLATE AMPERES	40.0 20.0 40.0 20.0 40.0 20.0 1.4 .7 1.5 .8	2.2 1.1	2.2 1.1	2.2 1.1	5.0	2.6 1.3	3.4 1.7	3.2 1.6	ı	7.1 3.6		20.1 10.0		2.1	2.1	•	3			384. 192			n a	9.2 8.8 4.4			3.8 1.9		13.2 6.6		50.0	1.6 .8	3.8 1.9 2.8 2.6 1.3
NAMEPLATE VOLTS	230 460 230 460 230 460 230 460 230 460		230 460 230 460 230 460		•		220 440	-	1 600	400	044	440		240	230 460		208 240	460	230 460	094		230	750 440	220 440			044	230 460		466		416	220 440 208 230 460
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RPM	1765 1765 1765 1725 1725	3450	1725	1725	3450	3450	1130	1725	1735	1720	1725	1735		-	3450	1725		1730	1735	885	1725	1725	1725	1150		1735	1740	3450	1725	1/22		1750	1740 3450
. 말	15.00	. 50 80	N. N. N.	000	00.	.75	1.00	1.00	1.50 0.00	2.00	3.00	7.50	10.00	5	.33	1.50			2.00	150.0		.50	60 e	3.00	!	6	1.00	.75	3.00	00.0	- 1	'n	1.00
ION FUNCTION	P MOTOR IC PUMP MOTOR P/PEL PRES #1 R LEAD CUP #2 R LEAD CUP #3	GRINDER TRAYING LEAD CUP #3	7 # d	CONVEYOR LEAD CUP #3 LEAD PRESS #3	GRINDER	CONDENSATE PUMP	DRILL PRESS AIR COMP FOR DELUGE	BAND SAW	LATHE MACHINE	AIR CONDITION BLOWER	ŀ	VACCOUM UNIT HRD LEST LATHE		#2 CONDENSER FAN	#1 CONDENSER FAN	HANDLER	CONDITIONER COMP	COOLING TOWER FAN	BELL & GOSSETT PUMP	BLOCAIR COMPRESSOR	SOLDE TION TIONS	EAST AIR COMPRESSOR	WEST AIR COMPRESSOR	TABLETING PRESS #4	S. CONDENSATE PUMP	AIR HANDI FR		CONDENSATE MOTOR		AIR COMPRESSOR			AIR COMPRESSOR MOTOR CONDENSATE MOTOR
LOCATION	315 315 315 324 324	324	324 324 324	324	324	324	324	324	324	324	324	324	324	325	325	325	325	328	328	328	513	701	701	701	761	703	703	705	705	C0/	705	708	708 711

DAY AND 21MMERMANN CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

	LOCATION FUNCTION	H	RPM	PHASE	NAMEPLATE VOLTS	NAMA	NAMEPLATE AMPERES	FRAME	F	TYPE	KAAP	LINE	NORM	METER	AN	AN COST
712	SHAKER MOTOR .	.50	1735	m	208 220	1.2	4.	!	i	1	71022	208	4		500	1
715A	BAND SAW	50	1725	m	230 460	1.6	8	1	5	510M	91059	208	1.6	6	369	ď
715A	ROCKWELL DRILL PRESS	•	1725	m		1.6	8			MOIS	89494	200	1.	-	246	۳ (
715A	ISH MOTOR #		1800	M	208 416	2.3	1.2		4			200		-	400	5
715A				M		5	2.5		' i	1	1 1 1	000			004	0
715A	DER	.75	3450	ı 	230	8.2	4.1		KN	-7	92760	115	200	M	738	`E
715A	MILLING MACHINE	1.00		m		N M	1.6		9	SCV.	026060	200	1.6	1.7	246	•
715A					230 460	4.8	2.4				1	208	8.4	2.0	492	14
715A	ROCKWELL LATHE	1.50			200	5.2	-		T	TFR-BE	94054	208	5.5	3.8	492	26
715A	LATHE	3.00			220 440	4.6	4.2	1			96655	208	4.6	5.9	492	4
715B	BAND SAW	.50				8.2			FC	•		115	0	7.4	000	
7158	RADIAL ARM SAW	2.00	3425		208 240 480	9	2.5				89242	200	10		200	- 0
715B	PIPE		ı						-		97937	115		i a	615	, ני
715E	GRINDER	50	3450		115	5.6		<u> </u>	i 		79204	11.	4	0	400	3 ~
715E	RIDGID PIPE VICE			-	115	}			; ;				1	, 0	474	- 1
715H	CONVEYOR MOTOR	50	1725	M	208 220 440	1.9	1.9		; 		87402	200	0		784	ò "
715H	EXHAUST FAN	1.00		M	440	2	1		i 		76183	200	, ,		9701	1 4
7151	VACUUM PUMP MOTOR		ı	מו					; ;			2	1 !	י י י	2014	o c
716	AC COND. FAN NORTH	7.50	1	M	440	10.5			i 			440		7.7	2016	477
716	AC COND SOUTH UNIT	7.50	- 1	M	440				!		1	440		α	2017	2 6
716	COND			M	440	132			i	.			200	10	2016	5714
716	COMP			M	440	133			1	1	1		132.0	0	2014	407
716E	JONES DADER #9	000			200	4			1	VODO	00210		4.4		000	1111
716E		200			200	ο α ο α			3 6		80711	000	. 4	0 4	700	7 10
716F	LOADER	000			208	9 4	1		ני 	CEDY.	80051	0 0	. d			0 0
716F	IOADER	200			208	ο α ο α			ן 	× 20	0000	0 00	9 4	. 6		7 7
716H	LOADER	2.00			208	9	1		; ;; 	CERX	893.18	2000	ο α ο α	0	1700	144
716H	LOADER #1	2.00	1745		208	9			: :: -	CERX	89635	208	9	4	1700	161
717		1.00			115 230	13.8	6.9				6121	115	13.8	0	200	
717		1.00				3.2	1.6		T	TSL	96082	460	1.6	1.5	1000	4 4
717	AIR COMPRESSOR	5.88				14.5	7.3				97815	208	14.5	11.5	2016	334
717		7.50			460								10.5	13.0	2016	835
717	A.C. COMPRESSOR	1	ı		460		-		i 			460 1	132.0	70.6	2016	4536
717	AIR HANDLER	10.00			230 460		12.6		 		1	460	12.6	8.9	2016	258
722	CONVEYOR MOTOR	.50		m		٠.			i 		62008	208	1.9	6.	2016	26
77/	EXHAUST FAN	90		 1		3	1.8		i 		92067	115	0	6.9	2016	26
73.7	CONVEYOR MOTOR	מינ					•		i !		48228	208	1. D	0	2016	56
147	CONDENSA! E MOLOR	0 0				1 0	2.6 1.3	٠	† ;		1	208	, i	1.7	2016	109
777	AIR HANDLER	9 6	9 4		100 000	າ (i ! !	;; 	'n	4110/	900	າ (7.7	2016	40
722	AIR COMPRESSOR	9 6				7	7.7				10000	900	7.41	יי יי	2010	147
722	VACUUM MOTOR					י מ י ני	2		, i		95854	0 00 00 00 00 00 00 00 00 00 00 00 00 0	ים מים		1999	700
724	OIL PUMP MOTOR #1	. 75			208 220 440	0	2.7	4	<u>P</u>			208	0	1 5	1968	ا ا ا
724		75			000	a	2.7	4	<u>a</u>	11		age	α	,	1040	04
724	COMPRESSOR M	5.00	1725			16.6	1		A		1	200	16.6	17.6	1968	480
724					220 440		10.3		i		60590	208	20.6	11.0	1968	331
724	STACK FAN #2	7.50			208	-			×0	×	0104800	208	20.6	9.1	1968	258
724	FAN #3				208	20.6			X0		0120860	208	20.6	0.6	1968	255
724	MTR #3				200	22.4			Ö	0800	1	208	22.4	10.6	1968	588
724	BURNER MTR #1 BOILER	7.50	-		200	22.4		!	Ü	0500		208	22.4	11.1	1968	303
724	# 2	•	180	r) •	200	22.4			Ö	020		208	22.4	10.9	1968	298
17/	WAIERFEED PUMP #1	15.60	3515	7	Z00	42.7		: !	i			208	42.	45.E	1968	1175

DAY AND ZIMMERMANN, JNTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

AN	1266 1559 161 100 1102 1116 1116 1116 1123 1123 1230 1244 1700 1170 1170 1170 1170 1170 1170 11	46
AN	1968 1968 1968 1968 1968 1968 1968 1968	200
METER		11.1
NORM	LLUD BBUNUN4B40B0-B0BBBC-B4NBBBBBBBB-B4 10BB0444L00	13.9
LINE	·	208
KAAP NUMBER	41128 85874 69350 977001 74203 69351 73650 91269 93704 93704 93704 93704 93704 93704 93704 93704 93704 93704 93704 93704 93704 93706	90934
TYPE N		CE4B
FRAME SIZE T	1 2 0 0 2 1 - 1 2 0 0 0 1 1 1 2 0 0 0 1 1 1 2 0 0 0 1 1 1 2 0 0 0 1 1 1 2 0 0 0 1 1 1 1	184T
NAMEPLATE AMPERES		13.9
NAMEPLATE VOLTS	2220 4440 2230 4460 2230 4460 2230 4460 2230 460 230 4460 220 220 220 4460 220 220 4460	208
PHASE	$\frac{1}{2}$	ממ
. MAR	3515 3515 3515 3750 1725	1800 3460
Ŧ	15.000 15.000 1.000	5.0 88 88 88
10N FUNCTION	ATERFEED PUMP #2 ATERFEED PUMP #3 ATERFEED PUMP #3 ONDENSATE MOTOR IR HANDLER MOTOR IR COMPRESSOR MOTOR OMDENSATE MOTOR OMDENSER FAN MOTOR ONDENSER FAN MOTOR ATTER PUMP ATTER	PAINT BOOTH CONVEYOR VACUUM UNIT
LOCATION	C C C A A A A A A A A A A A A A A A A A	904

DAY AND ZIMMERMA, CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

AN COST.	199	1399			. 6 1	-								11		4 5	1 1	Ċ	7		26
AN	1000	1500	100	100	300	100	100	1200	100	200	100			9 6	9 6	000	000	9 6	9 6	200	100
METER	U 4	31.0	7.9	8-7	2	7.1	9.8	0	 	. 0	. 4	0.0	7.	7.4		•	:	2 -	10	10.0	63.8
NORM S AMPS	13.8	30.6		10	, w								+	τ α • α	1 -		4 (10	. !		82.4
LINE	208	440	-	1 a	208	1						-	000	200	200	200	000	200			208
KAAP	60179	02499	-	I II I	68824			- 96182		- 96181			24930	- 64540	69316	SP 130	HNON	420B4	- 74147	HNON -	78632
TYPE	SSHH			67	E13		! !	i 					S.		Ť	RA .	۵	Ш			XS
FRAME	9402	405		RSS72	204								7 P		35	7240W	556	254			326
NAMEPLATE AMPERES	13.8	61.2 30.6		2.6 1.3	3.3 1.7								1.4	2.8	1.4 .8	1.7	2.5 1.3	9.3			82.4
NAMEPLATE VOLTS	208	220 440		220 440	220 440								220	208	208 440	208	208 220 440				220 440
PHASE	МΙ	iΒ		n	m	1 1	ı	ı	•	ı	ı	1	n	n	n	m	n	m	ı	1	m
RРМ	3500	1160		1750	1725				1				1725	1725	1725	1725	3450	1160			3600
Ŧ	5.00	25.00		.75	1.00					1			.33	.33	.50	.50	.75	3.00	1		10.00
LOCATION FUNCTION	PAINT BOOTH WTR PUMP PAINT BOOTH EXHAUST	SUMP PUMP AIR COMPRESSOR	SUMP PUMP IN MANHOLF	CONDENSATE PUMP	HEATER BLOWER	SUMP PMP	DEHUMIDIFIER	SUMP PUMP	SUMP PUMP EAST DOCK	DEMUMIDIFIER	SUMP PUMP	SUMP PUMP	CONVEYOR DRIVE MOTOR	PORTABLE COOLING FAN	CIRCULATING PUMP MTR	SUMP PIT PUMP X-RAY	CONDENSATE PUMP	RING CONVEYOR MOTOR	COOLING UNIT FAN	FILM PROCESSOR #2	SYNCHRONOUS CENTER
Loca.	904	904	700	606	606	910	913	913	913	913	915	920	951	951	951	951	951	951	951	951	951

APPENDIX B

ACTIVE MOTORS SORTED BY LOCATION AND BY HORSEPOWER RATING AT EACH LOCATION BUILDING NUMBERS ABOVE 1000

DAY AND ZIMMERMANN, CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

AN	· 	1	1	14	54	142	120	! ! !	 	1	1	1	 	1 1 1	1		56	SH	154	610	615	187	3 y	· u	107	, M	m	1	62	99	78	73	20 1	ก ช ก ช	0 4	'n	4	m	1	49		!	1	ב י	ָים מי	71	r 0		21
ANHRS	100	100	100	500	200	500	200	200	100	100	100	100	1200	1200	100	100	2016	2016	2016	2015	2016	2010	100	000	2016	100	100	1000	1000	1000	1000	1000	1000	900	200	100	100	100	100	1000	1500	100	100	360	360	360	360	360	2 0
METER	7.8	8.6	4.2	6.3	7.5	19.8	16.7	11.1	8.0	8.9	9.8	9.2	15.8	4.7	8 4	8.1	8	1.3	υ. υ	21.8	273	ا ا ا	27.0			. 4.	6	4.5	4.	4.6	5.4		ν. υ.	2,1	. u	ין י	000	5.6	8.3	4.5	6.0	8.6	n s	10.7	n .	11.4	u .	1 4 - 7	31.0
NORM		1	1	7.8	10.1	23.0	23.0	1 1 1	1		1	1	1	1	1	1	N. 8	1.8	6.9	23.4	23.4	27.5	N. 0		4 4	0	0 00		5.3	6.0	6.0	4. ۲.	4°.	4.	4 ii	2 5	10.0	10.0	1 1 1	S. 0	1	 	'	9.9	8.4	9.9	α c	4.4	0
LINE VOLTS	}	1	1	115	208	208	208	1	1		1	!	-		1	1	208	208	208	208	208	208	00 u	1 0	0 0	1 - 0	1 T		208	208	208	208	203	8 0 0 0	9 0 9 0 N 0	1150	1115	- 115	1	208	1	-	1 1	115	115	115	115	115	110
KAAP				PM0724	PM0771	PM@725	PM0726		1 1 1 1 1				1 1 1 1 1 1 1 1 1 1		NONE	1	1 1 1 1 1			1 1 1 1 1 1	1 1 1 1 1	1 1 1 1		10041	100110	NONE	FNON	MONE	87316	88003	NONE	NON	NONE	NON I	NONE	9000				NON	. 93850 ·			96238	96238	. 96236	. 06236	· NONE	- 96235
TYPE			1	1	۵.	ro Lo	۲۵		1	1	1	1			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		PF	PF.	C064B	DP.	DP	TFS BDZ	TFS BDZ			\		٥	ı. a.	а.	۵.		GE4B	AEIX	AEIX	۷.				1 1 1 1 1 1	1			1 1 1	1 1 1 1	1	1		
FRAME SIZE				56	182T	213TP	213TP										D56	D56	R145T	213T	213T	215TD	215TD		A-100	203		473	1.56G	L56C	56C	143T	143T	182	182	1841				184			1 1 1 1	48	48	48	48	64.	48
NAME PLATE AMPERES				7.8 3.9	1	23.0	23.0						11				2.0 1.0		ł	23.4 11.7	23.4 11.7	ı	27.5	ı		4.6 3.4	2.0	1000	٠٠٠٠ كــر	4.6	6.0	4.3	4.3	4.0	4.0	15.8	10.0	10.0		5.0 2.5				'	8.4 4.2	'	8.4 4.2	8.4 4.2	9.9
NAMEPLATE VOLTS				115 270		208	208		1 1 1 1 1 1 1	1					115		208 440			200 400	200 400	200	200	115	-	208 220	115	110 011	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	208	208	200	200	208	. 208	208	111	115		220 440	-			115	115 230		15	115 230	115
PHASE		1	1	ı -	۰ ۲	יו ני	m) -	۱ ۱	ı	ı	ı	ı	i	-	1	۳	M	M	m	M	m	M		ו ניו	Μ,	٦,	۱ ۱	יו ניו	א ני	מונ	מו	M	m	M	η, (1)		→	1	m	1	ı	1	-	-	-	-	-	-
RPM			1	4775	15.75	2445	145							1		1	1725	1725	3460	1745	1745	3465	3465	1725	1735	1720	1720	1/25	1725	1705	1725	1745	1745	1755	1755	3500			1	1730	1	1		1725	1725	1725	1725	1725	1725
Ŧ					1 6	20.00	. V	1 11					1	1	7.7	1 1	ر ا		000	7.50	7.50	10.00	10.00	. 33	.50	1.00	. 33	. 33	.75		1.00	1.00	1.00	1.00	1.00	5.00		3 5	. !	1.50		-	1	.33	50	33	0	.50	7.7
OCATION FUNCTION		РОМР		FOMP		FUMP MOTOR	711 7011 #X		THOS THOS	מאוים מאוים	7 2	MOOD OWNER WHILE AND OWNER	SOUR PORTING A NOOR	DEMONIDINIER	CHACLE TO TAKE ACTOR	- AMIN AMIN	OH MOTOM GMIG 110	DIMP MOTOR	- dwild andage	MATER FFFD PUMP #2	FEED PUMP #1	R MOTOR #1				AIR HANDLER DRIVE	SUMP PUMP	SUMP PUMP		#4 FOUR CONV. DRIVE	CONCEVOR DRIVE MOTOR	NO. PRE-HEAT PLOWER		PRE-HEAT	SO. PRE-HEAT CONVEY	Σ N N		SUMP FUMP N.E CORNER		AIR HANDI ER DRIVE	DEHUMIDIFIER	SUMP PUMP	SUMP PUMP	MPRESSOR	COMPRESSOR	COMPRESSOR	COMPRESSOR	COMPRESSOR	
LOCATI		1003	1005	1006	1008	1008	1990	000	1011	1011	101/	1019	1017	1017	1 600	1104	1 1 0 5	100	1 1 2 1	1105	1105	1105	1105	1107	1107	1107	1109	1109	1109	1107	1100	1109	1109	1109	1109	1109	1111	1111	1124	1179	1140	1000	1205	1402	1407	1403	1403	1404	1405

DAY 2ND ZIMMERMAN SONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

AN	9119	4 8		600	100	10	19	i iii g	6	14	6	0 <u>t</u>	18	7	18	19	2 7	52		28	4 [17	121	3 2	171	E	2058	2515 2585	3854	1005	2.4
AN	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	360	1000	1500	0 0 0 0 0 0	1000	100	500	1000	150	1500	1000	1500	1500	1500	1500	100 750
METER	11.6 5.8 3.1	V. 4 .		. n	6.1	5.9	11.3	11.1	5.7	8.5	1.0	ນ 6 ນ -	11.0	4.6	16.7	11.5	n 0	7.5		6.1		7.5	1.6	2.7	9.0	9 4	45.0	25.0	80.6	21.0	2.8
NORM	3 8 3 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	8.4	0 4 4	9.4	0 4	0.00	6.6 12.0	4.6	8.4		0.8	4 4	6.6	4.	0 0	9.9	4 4	17.0	9.0	6.2	10.0	7.8		9.5	n, 0	۲۰۰۷	63.0	92.0	95.0	26.0	10.0
LINE	1115 1115 1115 1115	2115	111	111 101 101	115	115	115 115	115	115	115	115	11 11 10 10	115	115 7	115	115	115	. 115	2000	115	115	115	208	440	460		440	440	460	460	115 208
KAAP NUMBER	96233 96233 96239 96239	96223	96222	96237	96229	96221	96231 96240	96230 96241	96242	96242	96220	96235 96235	96224	96224	96226	75237	NONE	93818	40789 40988		NON PIONE PI	78181	893588	41067	NONE 0445	96066	41063	41664	0428 NONE	90161	NONE 94083
TYPE								1 1										CP	SC						SC		ሹ <u>የ</u>	C0646 .	COG46	×	4
FRAME SIZE	4 4 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	4 4 4 8 8 8	488 848	48 48	48	8 1	56 56	48 56	48	0 4	48	4 48 48	48	48	0 4	48		P145T	505-4		540				F182TC		104	3657	7	256TP12	P56
NAMEPLATE AMPERES	6.6 6.6 6.6 7.2	6.6 8.4 4.2 6.6	8.4 4.2	8.4 4.2	8.4 4.2			12.0 6.0	8.4 4.2	•		8.4 4.2	•	6.6		6.6		17.0 8.5	ŗ	6.2	6.0 3.0		3.2 3.6 1.5	9 5.6	10.0 5.0	ا . ا	126. 63.0	95.0	190. 95.0 52.0 26.0	64	2.6
NAMEPLATE VOLTS	115 230 115 230	115 230			115 230	115 230	230	115 230 1	230	9		115 230		115			230	230	440	1 1 1	5 208 230	6	208 220 440	440	230 460 1		440	460	230 460 1	094	
PHASE	ा <u>ः।</u> निन्नन्					-	·			1 +-1	-	- -	+4 +	⊣ ⊷	₩.		-	⊶ M	m		- 	1	ว เว	nı	ግ 🕶	1	m m	m	n n	m-	→ m
RPM	1725 1725 1725 1725	1725	1725 1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1800	1725	1725	1725	1800	1740	1725		1170	1775	1775	1755	1725
НР	 	 	9.00	33	 8 . 8 .		25.	. 75	0.00	33	0.0			. n	000	 	00.	1. 5 0 0 0 0	75.00	m r		900	. 75	15.00	3.60		50.00 50.00	75.00	75.00 20.00	20.02	. v.
LOCATION FUNCTION	DELUGE COMPRESSOR NO DELUGE COMPRESSOR SO DELUGE COMPRESSOR NO DELUGE COMPRESSOR SO DELUGE COMPRESSOR SO DELUGE COMPRESSOR SO	DELUGE COMPRESSOR NO DELUGE COMPRESSOR NO	DELUGE COMPRESSOR SO DELUGE COMPRESSOR SO	DELUGE COMPRESSOR NO	DELUGE COMPRESSOR SO DELUGE COMPRESSOR NO	DELUGE COMPRESSOR SO DELUGE COMPRESSOR SO	DELUGE COMPRESSOR NO	DELUGE COMPRESSOR SO	DELUGE COMPRESSOR NO DELUGE COMPRESSOR SO	DELUGE COMPRESSOR NO	DELUGE COMPRESSOR SO	DELUGE COMPRESSOR SO	DELUGE COMPRESSOR NO DELUGE COMPRESSOR NO	DELUGE COMPRESSOR SO	DELUGE COMPRESSOR NO	DELUGE COMPRESSOR NO	FURNACE BLOWER	A PUMP MOTOR	-A PUMP MOTOR	MIXER SUMP PUMP		EXHAUST FAN CAST SLOW MIXER	CAST SLOW		HEAT	TANK STIR	WASH PUMP MOTOR	#2 PUMP MOTOR	-A LOW LIFT PUMP MOTOR	RIVER WATER PUMP SUMP PUMP	-1 COMMI
LOCA	1406 1406 1407 1407 1407	1408	1409	1410	1411	1412	1413	1414	1410	1416	1416	1417	1418	1419	1419	1420	2001	2105	2105	2106	2106	2106	2106	2106	2106	2106	2106	2106	2106-A	2106-A 2202-1	2202

DAY AND ZIMMERMAN, CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

AN	1500	288	283	4	21	116	210	4	23	15	267	260	520	0	10	47	1	16	40	106			4	4	4	4	m	4	!	1 1 1 1
AN	HRS	1000	1000	100	750	500	500	100	750	500	500	500	500	500	500	500	500	500	500	500	100	100	100	100	100	100	100	100	100	100
METER	AMPS	20.0	20.0	7.9	2.0	16.0	29.0	8 8	2.1	9.8	37.0	36.0	72.0	1.2	1.4	1.0	1	М (М	7.5	14.6	8.4	8.6	8.6	8.8	8.6	8.6	7.5	8.3	! !	
NORM		21.2	21.2	10.0	7.6	21.2	30.8	10.0	3.2	6 8	41.0	42.0	78.0	8.0	2.0	1.7	-	0.	7.8	17.5		1	8.0		-					1
LINE	VOLTS	208	208	115	208	208	203	115	208	208	208	208	208	208	208	208	-	208	208	208		!	115	115	115	115	115	115		
KAAP	NUMBER	96157	96156	NONE	94084	NONE	NONE	NONE	94085	68076	45252	NONE	HNON	69278	NONE	74156	96605	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
	TYPE	213T	213T	1	۵	CJ4B			a.		Z Z		CJ48			R S			LGH	TGS-BCV	1 1 1 1 1								JO	JC
								1						-							1					-	1	-		
FRAME	SIZE	CJ4B	0.14B	1	P56	2137	256U		P56	1218.	326	254T	324T		T.	99	143T	1437	213-22	254TC			1						184P	184P
NAMEPLATE	AMPERES				2.6	20.02	29.0	1		1.4	20.5	40.0	74.0			ω.	1.5 -			17,5	Q.6	9.0	B. Ø						Ø*+	4.0
NAMEPLATE	VOLTS	220 440	220 440	1111	208	220 440	220 440	1		1	440	220 440	220 440	1 1 1		220 440	460	094	-		1 1 1 1	110	115	115	115	115	110	110	460	460
	PHASE	m	m	-	m	m	m	~	m	m	m	m	m	m	m	m	m	m	m	m	-	-	-	1		-	~	-	m	m
	RPM	1750	1750	1725	1725	1750	1740	1725	1140	3450	1740	1750	1180	1750	1750	1725	1775	1750	1140	870		-			1	1	1 1 1		3600	3600
	Ţ	7.50	7.50	.33	.50	7.50	10.00	.33	.75	1.00	15.00	15.00	25.00	.33	.33	0	.50	. 75	2.00	5.00	.33	.33	33	m m	.33	.33	33	.33	3.00	3.00
	LOCATION FUNCTION	2202-1 PUMP MOTOR #1	2202-1 PUMP MOTOR #2	2202-2 SUMP PUMP	2202-2 COMMINUTOR MOTOR	2202-2 PUMP MOTOR #2		2202-3 SUMP PUMP		_		_	ņ	2203 EXHST BLOWER ON ROOF		_			2203 SLUDGE PUMP		SUBMER SUMP PUMP	SUBM	SUB SUMP	SUB SUMP PUMP OUT	s ans	3015 SUMP PUMP	SUMP	SUMP PUMP	WATER SUMP PUMP	3017 WATER SUMP PUMP MTR

APPENDIX C

INACTIVE MOTORS SORTED BY LOCATION AND BY HORSEPOWER RATING AT EACH LOCATION BUILDING NUMBERS BELOW 999

DAY AND ZIMMERMANN, CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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METER AMPS			33.14	37.5*	14.6*			*n •u			* * n ~ N →	1.7*	, w	3.7*	10.04	7.0*			1 1								1				
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TYPE		284 SC	RG2 PG7	R62		©ZX PIP	. 01	L				<u>a</u>		Q. (a.			IS		0 1		χ.	¥	ن با خ ک	JES	×		513		Σ.	
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NAMEPLATE VOLTS	115 230 10 115 230 10 115 230 10 115 230 10	220 440 1		208 22 208 22 308 22				208 220 5			200 20	440	220 440		200 200 300 300 300 300 300 300 300 300 300 300	440	030 460	1	220 440	208	044	440 1	-	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		220 440	220		208	208 220 220 440	
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FUNCTION	JST FAN JST FAN JST FAN	AIR CONDITIONER VACUUM PUMP MOTOR: OIL PUMP DRIVE MOTOR	COMP BLOW	ANII-SMOG FAN #Z ANII-SMOG FAN #1	OIL PUR	DRILL PRESS MOTOR COAL GRINDER	PUMP DRIVE MOTOR	AIR HANDLER WASH-COLLECTOR		SCREENER SCHNEIBLE FAN	ш 2		TRAYING MOTOR	FIX		NORTH LATHE	MEZHEATER RM	FAN	FAN BAT	CONDENSATE PUMP MIR RIFNDER MOTOR	PELLET CHERRY BURREL	CUBICLE MOTOR	STOK PRES CUBICLE	CUBICLE STOKES	VACCOUM MOTOR	S CHERRY BURRELL	SUMP PUMP	L PRESS DRIVE	WEST MARKING MACHINE	MAKAING MACHINE CONDENSATE PUMP CONVEYOR DRIVE MOTOR	
LOCATION FL	102 EXHAUST 102 EXHAUST 102 EXHAUST 102 EXHAUST		ANT			221 COAL 227 COAL		243 302			305 ELEV		306 TRAYING		306 TAPE		AI	шĸ				# # 0 4	#	# 1		٠				507 COND	
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* Active motors but annual hours of operation are not known.

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KAAP NUMBER	68568 24695	21031	45503	45574	45575	02345	45547	- 81169	80418	- 70583	41164	67370	85064	44117	26949	76693	88572	45424	75959	75958	- NONE	91060	70006		26092	02203	17657	27838	27838	69230	10691	79494	45602	. 90953	41105	25469	45507	68570	61606	
TYPE	Ф X	HP1	NON X	S	S	S C	20		¥	3	4	PA			¥	PA	USE	, des	AP 22	AP ZZT		X	خ ي	5VI 15WS		S	A L	یہ					PA			W20896	×	A X	GKKF	
FRAME SIZE	203		NONE	224-Y	224Y	254	24,	56	204	170		741BRC	1-56 74-26 HDC	OUR OFFI	204	7420	215	225	324	224	A-00	B-56Y	204		580C	209				A66	225	225	5825W	F56			203	203	182Y	
NAMEPLATE AMPERES	.3	6.	4	.8 8.0	.8 8.0	4.	7 -9	• 1	2 3.1	9	.0 8.0	8. 9.	4 1.3	8 1.9	.1	1.2	7.6	6.5	2 10.6	4 11.7	1	5.8	2.8 1.4	09			1.7 .9	M M	4.5	9	2	5	2	.4	B 5	.2	1.6	4 1.7	.6 1.8	
NAMEPLATE VOLTS	208 3 208 3	208 8	208 2	220	220	208 14	440		220 440 6	208 1	220 416 16	220 4	208 220 440 2 208 220 440 3	440	208 3		220 440 14	1	440 2	220 440 23.4 220 440 11 0		1	440	16	11	220 440 183	440	440 7	220 440 9	208 2	208 6	703 8		•	208 416 1 208 2	220 9	220 440 3	220 440 3	220 440 3	
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TION FUNCTION		AUX WATER PUMP MOTOR	OIL PUMP MOTOR	BOILER MOTOR	#1 GOVER MOTOR		CONDENSATE MOTOR	EXHAUST BLOWER MOTOR	STENCT MACHINE	DRILL PRESS DRIVE	CONDENSATE PUMP	CONCEYOR DRIVE MOTOR	CONVEYOR MOTOR	NO. TO SO. CONVEYOR	CONVEYOR TAPING MACH	VACHUM PUMP MOTOR	VACUUM UNIT MOTOR	VACUUM MOTOR	#2 PRESS MOTOR	#1 PRESS MOTOR EXHAUST FAN DRIVE	7" BENCH GRINDER	7" WHEEL BENCH GRIND	SPARE MOTOR HEATER FAN MOTOR	 			GRINDER COOLANT PUMP	HYDRA GRINDER	SPINDLE GRINDER AIR COMPRESSOR	CONDENSATE PUMP	BLOWER DRIVE	SPEED SEALER	CROSS CONVEYOR	CONDENCATE COM	CONVEYOR DRIVE	GRINDER	VOLUMETRIC	RACKOUT CONVEYOR	VOLUMETRIC	
LOCATION	507	200	509	600 1000 1000 1000 1000 1000 1000 1000	7 0	10.0	511	511	513	513	υ. 13	513 513	513	513	513) M	513		513	515	515	515	515 15	515	515	∪10 ∪10	715A	715A	417 807	807	80.7 20.0	608	608	809 809	F09	809	909	809	809	
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* Active motors LED grand hours of operation are not known.

DAY AND ZIMMERMAN. CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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FRAME S17E	225 225 225 225 225 225 225 227 203 203 203 203 203 203 203 203 203 203	750 1824M 1824M JS213 JF213 254 254
NAME PLATE AMPERES	5.8 8.4 1.1 1.1 1.0 1.0 1.0 1.0 1.0 1.0	22.0 11.0 22.0 11.0 9.0 B.8 4.4 9.0 B.8 4.4 14.6
NAMEPLATE VOLTS	2008 4440	208 115 230 115 230 208 220 440 208 220 440 208 200
PHASE	ממממה וממממממוווווממממווווומוממח מחד מווומממ	n u u u u ⊨ ⊨ u u
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유	23.22.22.23.23.23.23.23.23.23.23.23.23.2	7 n n n n n n n n n n n n n n n n n n n
LOCATION FUNCTION	#3 HEAD TO BODY #2 HEAD TO BODY #1 HEAD TO BODY BLOWER FAN BLOWER FAN BLOWER FAN SUMP PUMP EXHAUST BLOWER AIR COMPRESSOR CONDENSATE PUMP CONVEYOR EXHAUST FAN CONVEYOR BLOWE CONVEYOR BLOWE CONVEYOR BLOWE CONVEYOR BLOWE AIR CONDITIONER PUMP CONVEYOR BLOWER BLOWER #3 FOILING MACHINE #4 FOILING MACHINE #1 FOILING MACHINE #2 FOILING MACHINE #3 FOILING MACHINE #4 FOILING MACHINE #4 FOILING MACHINE #4 FOILING MACHINE #4 FOILING MACHINE #1 FOILING PUMP AIR COND COMPRESSOR CHMICAL MIXER OIL PUMP #1 STACK FAN #1 STACK FAN #2 STACK FAN CONDENSATE PUMP HEATER BLOWER SUMP PUMP CONDENSATE PUMP AIR COMPRESSOR AIR COMPRESSOR AIR COMPRESSOR	CMP CMP NCMP NCMP
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DAY AND ZIMMERMAN. SONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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TYPE	C064B	σχχ Γ	4 4	RA	# # # #	- LLL	<u>ና ጠ ፑ</u>	PF BAB-EFG	Ϋ́O	08 05		CE48 JES	RG7		PA	IS VAVRFED		E15	a . a	AF.	APZZ	FK-25-4	APZZ	AP22 JES	JEX	JEX C
FRAME SIZE	215T 254T 56C F56	145T0 D56C	7425 7420WPW CR56W-217	56 7437 7437	H143T H143T	H143T H143T	H146-1 H143T H143T	H143T 6-5-6-5	H42Y 145T	225	56YZ524M	1821 225	284T	2561	33	163 6-56-5	5.4	224	M560	284	254 40440		254	222	254T	284
NAMEPLATE AMPERES	10.0 5.0 13.6 2.8	7.8 8.0 4.0 3.8 1.5	2.4 1.2 3.6 1.8	2.2 1.1 9.4 4.7	3.6 1.8	3.6 1.8	3.6 1.8 3.6 1.8	3.6 1.8 4.2 4.1 2.1	3.4 1.7 4.6 2.2	5.8	5.7 5.4. 2.7	13.0 6.5	39.2 19.5	100	14	2.8 2.6 1.3	2.5 1.3	4.7	D.0	8.0	7.0	2.3 6.0	4.0 7.0	3.0 6.5	16.2 13.1	
NAMEPLATE VOLTS	200 4 208 115 230 115 230 1			230 460 115 230 115 230			230 460		230 460 230 460	208	• •	220 440 1	230 460 3				208 416	208		208 1	1	220 440 1		220 440 1	220 440 200 200 440 200 200 200 200 200 200 200	
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RPM	3470 3450 1725 1725	3450	1725 1725 1725	3515 1140 1140	1740	1740	1740	1740 1800	3450	1750	1750	3475	1170	1750	1725	1800	1725	1750	3450	1000	1740	1740	1740	3475	1160	3500
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LOCATION FUNCTION	oL α	CONVEYOR VARIABLES VACUUM CLEANER MOTOR VENT BLOWER MOTOR CONVEYOR GENERAL	CONVEYOR DRIVE MOTOR	COOLING FAN MOTOR HEATER MOTOR HEATER MOTOR	CONVEYOR DRIVE MOTOR BOX CUTTER MOTOR	CONVEYOR DRIVE MOTOR BOX CUTTER MOTOR CONVEXOR MOTOR #13	· ->	BOX CUTTER MOTOR #6	HYDRAULIC TABLE LIFT EXHAUST FAN MOTOR	BLOWER DRIVE MOTOR BLOWER DRIVE MOTOR	HYDRAULIC TABLE LIFT	VACUUM PUMP MOTOR	IVE UMP MOTOR				CONDENSATE PUMP PUMP MOTOR	COMPRESSOR MOTOR	WATER PUMP MOTOR WATER PUMP MOTOR	ELEVATOR MOTOR	CONVEYOR DRIVE MOTOR	ROTO CLONE BLOWER	ROTO CLONE MOTOR	ABLE VA	KETTLE MOTOR WEST KETTLF MOTOR	
LOCA	902 904 904 904	909 904 904	904	904 904 904	904 904	904 904 904	904 904	904	704 904	904 904	904	406	964	904 904	905	905	905 905	905	905 905	905	700 700 700	905	905 505	905	905 905	905

DAY AND ZIMMERMANN JONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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KAAP NUMBER	847377 847378 761862 761863 147729 563663	L647841 K946899 NONE NONE 25833 75332 75332 75334			NONE 21332 NONE NONE NONE 74117 74118 66145 66145 66145 66145 66145 NONE NONE NONE NONE NONE NONE NONE NON
TYPE		7 7 7 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	PA HP PA PA PA HP1 VE-VESV		A A G G G G G G G G G G G G G G G G G G
FRAME	TP-1 TP-1 TP-1 TP-1	1827 213 TP 213 TP 63A X66 7418RW F66	7418RW X66 7420 7420WPD 7420W 7420W 7420WRC 13-224-4	L56C H56C L56C 23-25-4-3 L56 7418RW	L56 63A L56 L56 203 56 56 56 56 156 N56 L56C NA003 204-4-10
NAMEPLATE AMPERES	15.2 7.6 15.2 7.6 15.2 7.6 7.6 3.9 13.2 6.6	100.1 23.0 . 6 . 6 . 1.9 . 1.8 . 8 . 1.6 . 8 . 1.6 . 8	0004444000 0004444000	6.0	2.7 2.7 2.7 2.7 2.7 3.1 1.6 8 1.6 1.6 8 1.6 8 1.6 8 1.6 8 1.6 8 1.6 8 1.6 8 1.6 8 1.6 8 1.6 8 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6
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ION FUNCTION	IVE	PRECOAT PUMP DRIVE #2 PUMP DRIVE - EAST OSMEFAN CONVEYOR MOTOR CENTER CONVEYOR BOX CAR CONVEYOR CONVEYOR DRIVE MOTOR CONVEYOR MOTOR	CONVEYOR MOTOR CONVEYOR MOTOR CONVEYOR MOTOR CROSS CONVEYOR MOTOR CONVEYOR MOTOR UNIT CONVEYOR DRIVE CONVEYOR MOTOR CONVEYOR MOTOR	CONVEYOR DRIVE MOTOR CENTER CONVEYOR STENCIL MACHINE CONVEYOR DRIVE MOTOR STENCIL MACHINE MAIN CONVEYOR MOTOR WIRE TYING MACHINE BOX CONVEYOR CONVEYOR	LOWER BOX CONVEYOR CONVEYOR DRIVE OVERHEAD CONVEYOR HERE CASE CONVEYOR CONVEYOR DRIVE MOTOR BLOWER MOTOR GEARHEAD MOTOR GEARHEAD MOTOR GEARHEAD MOTOR CONVEYOR CLOWER) CONVEYOR DRIVE CONVEYOR DRIVE CONVEYOR DRIVE CONVEYOR DRIVE BOX CONVEYOR MOTOR W. CONVEYOR MOTOR GONVEYOR DRIVE CONVEYOR DRIVE
LOCATION	906 906 906 907 907	9007 9007 9009 9100 9100 9100	9110 9110 9110 9110	910 910 910 910 910 910 910	9 9 11 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4

DAY AND ZIMMERM CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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FUNCTION		H MOI	ATE	N I	190	VEVOR	R DRI	NS CO	MACH	R DRI	MACH	E DRIVE	E DRIVE						R DRIVE	PUMP	TEO C	מין מין	MOTOR		200			MOTO	RESS	R MOT	MOT W	ATE M	VACU	VACU	MOTOR &	TER 8	XHAU	ATE M		1 L	ָם ט ט ט ט	רבא					NAT A		
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DAY AND ZIMMERM+ , CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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	TYPE	×	×	œ	¥			a.			N-1-N	JEX	JEX	1	20	AE	CE 4B	. 81		cs		RT 1	HP22	JES			SO			SC-680Y
FRAME	SIZE	56	56	56	56		A66	215				284	284		91	284	256T		145T	504	209	184	225	225	1					SPECIAL
1EPLATE	AMPERES	4.7	4.7	4.7	4.7		1.2	14.4 7.2	1	18.4		13.0		5.4	B.			2.9	1.4	63.0	93.0	2.4	4.5	6.5						
AA	Ā	4.6	7.4	4.6	4.6	90.06	4.5	15.2	520.	36.8	470.	26.0	26.0	10.8	1.6	18.0	55.0	5.3	3.2	126.	186.	4.8	0.6	13.0		9.1	3.3	23.0	154.	154.
NAMEPLATE	VOLTS	115 230		115 230	115 230	-	220 440	208 220 440	•	220 440	220 440				208 416	208	200							220 440		115	460	094	044	044
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	RPM	1140	1140	1140	1140	1150	1735	1745		1		3500	3520	1725	1750	1000	3525	3450	1710	1175	1180	1750	1750	3475			1075		870	870
	유	. 50	.50	.50	.50	.75	.75	5.00		1	-	10.00	10.00	. 75	.50	5.00	20.00	2.00	2.50	50.00	75.00	1.50	3.00	5.00	1	. 75	1.00	-	125.0	125.0
	LOCATION FUNCTION	HEATER FAN MOTOR #7	HEATER FAN MOTOR #8	HEATER FAN MOTOR #4	HEATER FAN MOTOR #5	MOTOR	CONDENSATE PUMP	EXHAUST FAN			BATTER	VACUUM	VACUUM PRODUCER							AIR COMPRESSOR MOTOR	AIR COMPRESSOR MOTOR	ING	FAN FOR COOL TOWER	VACUUM UNIT MOTOR	REFRIG COMPRESSOR	EXHAUST FAN DRIVE		AIR DRYER-COMPRESSOR	AIR COMPRESSOR MOTOR	DRIVE MOTOR SPECIAL
	L0C	026	929	026	920	026	920	920	926	026	920	921	923	926	927	427	929	930	930	930	930	95.1	951	951	951	266	266	266	266	464

APPENDIX D

INACTIVE MOTORS SORTED BY LOCATION AND BY HORSEPOWER RATING AT EACH LOCATION - BUILDING NUMBERS ABOVE 1000

DAY AND ZIMMERM! CONTRACTOR OPERATOR KANSAS ARMY AMMUNITIC., PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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TYPE		. H	¥	SO	88	0000	0500													200	ن د د	3 8	cs	გ გ	ე <u>წ</u>	3 9	S		I i	-	1			PFU3	PFU3	¥	X	CF4B	7 4 to	CE4E	CE48		
FRAME SIZE	56	F56	184T	254	254	AF0-1200	AF0-1200	254	254T	254T	2547	19C	56C	29C	56C	360	360	29C	26C	大56 11	80 Y		L56	L56	1.54	L56	L56	XD186Y	XD186Y	XD186Y	XD186Y		XD186Y	70186Y G56	656	213T	213T					KE56	K56
NAME PLATE AMPERES	3.3	7 1.3						14.6						1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						2.9	7.7	4.2	4.2	4.2	4.4 10.4	4.2	4.2						!	1.3	1.3	6.6	6.6						
NAM	5.6		15.6	14.4	14.4	21.2	21.5	18.5	42.7	42.7	42.7	0 0 1 (1	6.	6.2	6.0	0 4	1 (9.7	6.2	ທີ່ເ ໝໍເ	o o	9.4	8.4	4.	0 a	4.4	8.4	6. 13.	. o	0 0	6.3	6.3	, o	9 V	2	19.8	19.8		7.00	29.4	29.4	6.0	6.0
NAMEPLATE VOLTS	230		-	-					1						-					230	057	230	230	230	111 020	230	230	-	1				 	220 440	-		460			1	-		
Z A Z >	115		208	208	708 708 708	900	708	208	200	200	200	115	115	115	115	11.	1 1	111	115	115	111 115	115	115	115	110	115	115	115	110	110	115	110	211	208	208	230	230	220	900	220	220	115	115
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RPM	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1725	1745	1750	1750	1800	1800	1445	3515	3515	3515	1725	1725	1725	1725	1725	1705	1725	1725	1075	16/2	1140	1140	1140	1140	1140	1140	1725	1725	1725	1725	1725	1725	3450	3450	1755	1755	1735	17.35	1735	1735	1140	1140
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LOCATION FUNCTION	CHEMICAL PUMP	FUEL OIL	L PUMP	#1	STACK FAN BOILER #2	BLOWER #3 BOTTER	#2 BOILER MOTOR	STACK FAN BOILER #3	2 #3	FEED WATER #1	ED WATER #2	OVERHEAD DOOR DRIVE	DOOR	OVERHEAD DOOR	OVERHEAD	OVERHEAD DOOR	ACOU TABLEDOO	OVERHEAD	OVERHEAD DOOR		OH HEATER FAN #1		OH HEATER FAN		OVERHEAD HEALER FAN	OF HEATER FAN #2	RHEAD HEATER	OH HEATER FAN #5	FAN MOTOR	HEALER FAN MOIOR #3	ERHEAD FAN MO	OVERHEAD HEATER	OVERHEAD HEATER	SUMP PIT CONDENSATE	CONDENSATE MOTOR	STACK VENT FAN MOTOR	ENT FAN MOTOR	FAN MOTOR		FAN MOTOR	FAN MOTOR		HEATER FAN MOTOR
LOCAT	1002	1002	1002	1002	1002	1001	1002	1002	1002	1002	1002	1003	1003	1003	1003	1000	1 660	1003	1003	1003		1063	1003	1003	1003	1003	1003	1003	1003	1003	1003	1003	1003	1000	1003	1003	1003	1003	1003	1003	1003	1005	1005

DAY AND ZIMMERMAI CONTRACTOR OPERATOR YANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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KAAP NUMBER	J725818 V725814 V725814 V725814 NONE NONE NONE P6641 P6652 P6652 P6653 P	J542313 J976475 SN43378 SN48378 NONE NONE K765214
TYPE	SY RAP P P P P P P P P P P P P P P P P P P	SC 3 L L TDR-BE
FRAME SIZE	56C 56C 56-4206E 56-4206E 556-4206E 556-513M 35 56 56C 66C 66C 66C 66C 66C 66C 66C 66C	1437 145 1457 1457 1457 1827 225
NAMEPLATE AMPERES		5.6 2.8 7.4 6.0 3.0 9.0 4.5
NAMEPLATE VOLTS	230 440	208 240 200 460 200 200 460 200 280 220 440
PHASE		חחחאחחח
RPM	1725 1725 1725 1725 1725 1725 1725 1725	1745 1725 1725 1735 1735 1730 1740
ď.		1.00 1.50 2.00 3.000 3.000
LOCATION FUNCTION	HEAD DOOR MOTOR HEAD DOOR MOTOR HEAD DOOR MOTOR ING MACHINE DRIVE MOTOR GE COMPRESSOR SAW KALAMAZOO ADINE MACHINE ES VARI REPLACE FES VARI REP	HOT WIR CIRCULATING INCLINE CAN MOTOR CIRCULATING PUMP CIRCULATING PUMP CONDENSER MOTOR AIR HANDLER MOTOR ROTO-CLONE BLOWER
LOCAT	2001 2001 2001 2001 2001 2001 2001 2001	1006 1006 1006 1006 1006 1006 1006

DAY AND ZIMMERMAN CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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KAAP	65421 J796164 79466	79465	09662	K654464	69189	65417	NONE	X362523	J507892	76709	NONE	NONE	K605352	3577036	7430671	NONE	NONE	NONE	NONE	NON PINON	NONE	NONE	J501400	3479465	NON	NON PACK	NON	J501335	HONE		NONE	J501336	NONE	NONE	5901906	UNON I	NONE K55527	1
TYPE	AP 22 K		AP 77	R622	S EX		0727	CE4B	CE4B	c ×	511864	CS				ı a	. a.	۵.		a. a.	۵.	ا ۵	T	a.	E C	3	۵.	۵		- - - - -	۵.		a	36	۵			
FRAME SIZE	225 182T 284	284	254	184T	254	254	184T	1847	215T	. 450 440	6228M	356	56C	NX143TC	NK143TC	M484	X56	M48Y	56C416M	M497 M480	M48Y	M48Y	54C-414M	145T	L45T	56C 520M		156	LA56C	10C 128F	929	L56 540 500M		LASSC	K56	5 7	5.6	
NAMEPLATE AMPERES	4.59 10.2 18.0	18.0 0.81	4.00 7.0	13.0 6.5	2.8 6.4	14.0 7.0	14.2 7.1	15.0 14.4 7.2	26.6 13.3	3.4 1.7	7.4 3.7	5.2 2.6	4.6 2.3	2.0 1.0	2:2	2.4 2.4	1.8 .9	2.4	2.0	2.4	2.4	2.4	2.0 1.0	5.8	5.8 1.4	2.2 1.1	2.8	2.6 1.3	2.1	2.6 1.3	2.8 2.7 1.4	2.6 1.3	2.6 1.3	2.1		3.4 3.2 1.9	5.8 2.9	
NAME PLATE VOLTS	220 208 208 3	208 302	220 440	230 460	220 440		220 440	220 440	208 220 440	440			115 230		208 220	2002	208 220 440	200	230	200	200	6	230 440		220 440		i		200	220 440		208 440	220 440			208 220 440	1 1	
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RPM	1740 3500 1000	1000	1740	1740	1740	1740	1740	1745	1735	1130	1725	1725	1800	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1730	1750	1725	1725	1725	1725	1725	1725	1725	1725	1725	1725	1125	1140	
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ION FUNCTION	R MOTOR	ELEVATOR DRIVE MOTOR	EXHAUST FAN MOTOR	ROTO-CLONE BLOWER	ROTO CLONE BLOWER	EXHAUST FAN MOTOR	CONVEYOR DRIVE MOTOR	ROTO-CLONE BLOWER	SOUTH KETTLE MOTOR	DRILL PRESS MOTOR	GRINDER DRIVE MOTOR	POWER 90 DRIVE MOTOR	BAND CUTTER MOTOR	INCLINE CONVEYOR	INCLINE TO S. ALTERN	CONVEYOR DRIVE	CONVEYOR DRIVE MOTOR	CUP CONVEYOR DRIVE	CONNEXOR SPR BOX CLOSE	CONVEYOR DRIVE	STEEL CONVEYOR DRIVE	CONVEYOR DRIVE		CONVEYOR DRIVE MOTOR	FIEER GROSS FEED CON HEATER FAN DRIVE	BOX CLOSER CONVEYOR	FAN DRIVE	CONVEYOR DRIVE MOTOR	DRIVE	CONVEYOR MOTOR		CONVEYOR DRIVE	CONVEYOR MOTOR	CONVEYOR DRIVE	BOX CONVEYOR MOTOR	VACUUM PUMP MOTOR	FAN DRIVE MOTOR	
LOCATION	1006 1006 1006	1006	1006	1006	1006	1006	1006	1006	1006	1010	1010	1011	1011		1011	1011	1011	1011	1011	1011	1011	1011	1011	1011	1011	1011	1011	1611	1011	1011	1011	1011	1011	1011	1011	1011	1011	

DAY AND ZIMMERMAN CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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KAAP NUMBER		NONE NONE 66415 JSØØØ43 JSØØØ45 JSØØØ45
TYPE	VE-SESV SC SC SC SC SC SC SC SC SC SC SC SC SC	
FRAME SIZE	20 20M 20 20M 20 20M 20 20M 20 20M 20 20M 20 20M 20 20M 20 20M 20 20 20 20 20 20 20 20 20 20 20 20 20	204 204 K56 K56
NAME PLATE AMPE RES	8. 1. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	3.6 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5 1.5
NAMEPLATE VOLTS	4440 4440	208 208 220 440 208 220 440 208 220 440 208 220 440 208 220 440 208 230 460
PHASE	ימת המת מת מת מת מת מת מת מת מת מת מת מת מת מ	าตตลตตต
RPM	1200 1725 1725 1725 1725 1725 1730 3450 3450 3450 3450 1725 1725 1725 1725 1725 1725 1725 1725	1725 1725 1725 1725 1725 3458
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LOCATION FUNCTION	INCOM CANISTER BELT INCLINE CONVEYOR MAIN DRIVE—BOX STAPL CONVEYOR DRIVE MAIN DRIVE—BOX STAPL CONVEYOR DRIVE MAIN DRIVE—BOX STAPL CROSS FEED CONVEYOR MAIN CONVEYOR MOTOR HYDRAULIC PUMP DRIVE CONVEYOR DRIVE STITCHER DRIVE STITCHER DRIVE STITCHER DRIVE CONVEYOR DRIVE STITCHER DRIVE CONVEYOR BRIVE	CONDENSATE PUMP BLOWER FOR HEATER CONVEYOR DRIVE MOTOR POWER TO CONVEYOR CONDENSATE PUMP
LOCA	10011 10011	1015 1015 1017 1017 1017

DAY AND ZIMMERMAN. CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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KAAP NUMBER	1114 6 3 5 2 5 7 2 7 2 7 2 7 2 7 2 7 2 7 2 7 2 7	NONE NONE 091316 NONE NONE NONE
TYPE	H H I I I I I I I I I I I I I I I I I I	RP RP SC SC
FRAME	203 203 203 284 48 56-10 145T 56C 56C 56C 56C 656 656 1266 656 184 184 184 184 184 184 184 184 184 184	254T 48 H-56 6343 48
NAME PLATE AMPERES	7.3 2.2 1.0 1.0 2.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1	2.0 1.7 1.89 2.1
NAMEPLATE VOLTS	4440 4440	230 208 440 208 440 460 208 240 208 240 208 240
PHASE	nnnnnnnnnnnnnnnnnnnnnnnnnnnnnnnnnnnn	m m m m m ¬ ¬
RPM	1730 1740 870 1860 1740 1740 1730 1725 1725 1725 1725 1725 1725 1725 1725	1075 1725 1725 8825 825 825
H		15.000 .50 .50 .250.0 .33
ION FUNCTION	10	HYDRAULIC PUMP MOTOR AIR DRYER FAN COOLING TOWERS - FAN COMPRESSOR AIR DRYER AIR COMPRESSOR DRIVE CONDENSER FAN MOTOR CONDENSER FAN MOTOR
LOCATION	67 67 67 67 67 67 67 67 67 67	1019 1025 1025 1025 1025 1025 1051

DAY AND ZIMMENMAN. JUNIFACION OFERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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KAAP NÚMBER	NONE NONE NONE	NONE	NONE 78962	NONE	NONE	3779663	H431448	H431450	L357111	815355	NONE	69682	875353	J381324	FL71196	NONE	WONF NON	3738486	NONE	J479255	K329292 J479259	843753	M843659	5047403 SM84603	M867312	843656	486704	3753217	66158	N42255	N44229	5504631	NONE	49252	94686	79468	NONE NONE	NONE
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FRAME SIZE	48	F66	F66 23-254-4-	K56	K56	700 160	R56	R56	¹ບ	L56C	L56C	H66	265C	256C	656	R56	706 154	L56C	M56	M56	L56 M56	L56C	L56C	156	L56	L56C	56	182T	204	184 620M	213T 744M	284TS	CE48	2010M	55-10	225	0186	D186
NAMEPLATE AMPERES	2.1 2.3	7.6 3.8	7.6 3.8	0.9	0.9	5.6 2.8	4.8 2.4	4.8 2.4	5.3	5.3	5.3	2.3 1.1		5.3	2.5		4.1	6.3	3.6 1.8	3.6 1.8	3.6 1.8	6.3	6.3	4.1	4.1	6.3	3.4 3.2 1.6	i	4.4 2.2	6.4	18.0	0.69	2 2	1.4	۱ '		4.6 2.3	4.2 3.2
NAMEPLATE VOLTS			208 220 440		115	115 230	115 230	115 230		200	•	220 440	200	240		230	044 027 807 020	200	220	208 220 440	200 208 220 440	-		044 027 802 074 0EC		1 8	208 220 440		220 440	2008	230			208 414			115 230	115 230
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ION FUNCTION	CONDENSER FAN MOTOR CONDENSER FAN #3 CONDENSER FAN MOTOR	CONDENSER FAN MOTOR AIR HANDLER MOTOR	BLOWER AIR CONDITION	HEATER FAN	HEATER FAN		HEATER FAN MOTOR	CONNECCO DETUE	LID PULLER MOTOR	FAST LID PULLER	LID PULLER - S-WEST	FIBER CONVEYOR MOTOR	LID PULLER DRIVE	ID PULI	CONDENSATE RETURN	R FAN MOTOR	BRASS CONVEYOR/E-W	MOONEY PRESS DRIVE	CONVEYOR DRIVE MOTOR	CONVEYOR DRIVE MOTOR	CONVEYOR DRIVE MOTOR PRESS FEED CONVEYOR	EAST OH CONVEYOR	~	CONVEY FOR PRIM PREG	2 DRV ON CONV PRIMER	FIBER CONVEYOR DRIVE		CONVEYOR DRIVE MOTOR		METRO PRIMER PRESS	HYDRAULIC PUMP MOTOR		VACUUM PUMP	PUMP MOTOR	HOT WATER TANK PUMP	VACUUM UNIT MOTOR	OVERHEAD HEALER	OVERHEAD HEATER
LOCATION	1051 1051 1051	1051	1051	1065	1065	1065	1065	1065	1065	1065	1065	1065	1065	1065	1065	1065	1065	1065	1065	1065	1065 1065	1065	1065	1065	1065	1065	1065	1065	1065	1865	1065	1068	1068	1075	1078	1095	1102	1102

DAY AND ZIMMERMAN CONTRACTOR OPERATOR KANSAS ARMY AMMUNITIO. PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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FRAMESIZE	D188 D188 D186	56	D188	648	7010	C66	63A	K56	KSA	163		00 444	143T	143T	E182	1431	182	182T	213	184 i	1847	184T	225		254T	256TPH	256TPH	2561PH	D56	056	F56	F30	R145T	184T	254	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	2131	213T	AF0-1200 AF0-1200	
NAMEPLATE AMPERES	.8 2.4 .8 2.4	6	5.6	5.2	5.2 4.6	7.4	6.1	2. d		2.0 1.0	3.0	3.4	F.4	4.5	4.4 7.2	10000	7.3	8.7 4.4	9.0 4.5	7 9	3.9	13.9	3.0 6.5	2.6	4.2 4.0 2.0	48.8 24.4	48.8 24.4	48.8 24.4	1.9 1.8	1.8	2.8 2.7 1.4	4.8 2.1 1.4	6.9	9.9	14.6	4.6	23.4 11.7	23.4 11.7	2.4	
NAMEPLATE VOLTS	110 220 4		110 230 4	115	115	115 7	208 1	208	802	220 440	115 8	677 666	200		115 230 1	2002		460	440	200 10		-	440	115 115	208 220 440	460	460	460	440	208 220	220	200 440	200		-	208 1	400	400	200 2	
PHASE		מי			,		מו	1 (1)	ኅ ୯	m	- 1	א ני	מ נ	m	1	ז ניו	יו ני	m	n	" "	מ ני	m	m.		⊣ რ	מי	ו מו	77 77	מנ	m	n	J L	מו ני	n	ו מי	יו ניין	מי	m	m m)
RPM	1140	1140	1140	1725	3000	1140	1725	1725	1725	1740	14000	1725	1735	1740	1740	1740	2400	1730		1725	3460	3460	3475	1500	1750	1765	1765	1765	1725	1725	1725	17.40	3460	1725	1735	1735	1745	1745	1800	ì
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ION FUNCTION	OVERHEAD HEATER OVERHEAD HEATER	HEATER FAN	OVERHEAD HEATER #1	SAW DRIVE MOTOR	GRINDER	OVERHEAD MEAIER OH HEATER FAN #3			VARI-DRIVE GEARMEAD	HEATER BLOWER MOTOR		SPARE DRILL PRESS	REDWIR CIRCULAT PUMP	CIRCULATING PUMP	VENT FAN	CIRCULATING PUMP	SPAKE MOTOR	EXHAUST FAN MOTOR		AIR COMPRESSOR MOTOR	VACUUM UNIT MOTOR	PORTABLE VACUUM	VACUUM UNIT MOTOR	12	SPARE KETTLE MOTOR	~	PUMP MOTOR	REDWATER PIT PUMP	MOTOR	OIL	OIL PUMP	FUEL OIL FUMP #2	MAKEUP WIR TRANSFER	MOTOR		STACK FAN #1	BOILER FEED PUMP #2		BURNER MOTOR	
LOCATION	1102	1102	1102	1102	1102	1102	1102	1102	1102	1102	1102	1102	1102	1102	1102	1102	1182	1102	1102	1102	1102	1102	1102	1102	1102	1102	1102	1102	1105	1105	1105	1105	1105	1105	1105	1105	1105	1105	1105	1

DAY AND ZIMMERMAN SCARRATCR KANSAS ARMY AMMUNITIO, PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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METER	-							
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KAAP NUMBER		NONE NONE NONE 07462	NONE NONE 07462 674621 NONE	NONE 87271 88000 NONE	87313 90701 93442 93441	99999999999999999999999999999999999999	93443 93551 NONE NONE 87278 88599 88598	89813 88596 NONE NONE NONE 88406 88407 88407 88407 89405
TYPE	COSO TFS-BZD TFS-BZD	TDR-BE	H A d a	. a a a a a	a a			K K K K K K K K K K K K K K K K K K K
FRAME SIZE	AFO-1200 215TD 215TD 2554T 254T	143T 405T	2056 2056 7457 1560	K56 L56C	L56G 182CZ 56535M 56535M 54535M	00000000000000000000000000000000000000	56535M 182 182 182 182 182 182	182CZ 182 143T 143T 143T 184 184 184
NAME PLATE AMPERES	22. 4 27. 5 27. 5 42. 7 42. 7 42. 7	2.6 1.3 3.6 1.8 1.3	1.089		22.7	;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;	2.7.7 4.0.0 3.	3.3.6 1.8 4.23 1.6 4.3 4.3 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
NAMEPLATE VOLTS			230 466 115 115 230 208	208	208 208 460 460	460 460		208 440 208 208 208 208 208 440 208 220 440 208 220 440
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RPM	1888 3465 3465 3515 3515 3515	1735 1736 1736 825 825	1146 1725 1140 1725	1725 1725 1725 1725 1725	1750 1750 1140 1140	111111111111111111111111111111111111111	1140 1140 1725 1725 1725 1730 1730	1730 1730 1745 1745 1745 1750 1730 1730 1730
井	7.50 10.00 10.00 15.00 15.00 15.00	. 75 125.0 . 33 . 33	,	82. 87. 87.	1.00	111111111111111111111111111111111111111	1.000 1.000 1.000 1.000 1.000 1.000	2.1.1.1.000 2.1.1.1.000 2.0000 2.0000000
ION FUNCTION	BURNER MOTOR BURNER AIR & STACK 2 BURNER AIR & STACK 1 BOILER WATER FEED #1 BOILER WATER FEED #3 WATER FEED #2	COZZ	HOOD EXHAUST FAN COMPRESSOR (1) OVERHEAD HEATER DRIVE MOTOR	DRIVE MOTOR BELT DRIVE MOTOR CONVEYOR MOTOR GEARHEAD CONVEYOR DRIVE MOTOR	CIRCULATING PUMP AIR CONDITIONER FAN AIR CONDITIONER FAN AIR CONDITIONER FAN		CONDITIONER CONDITIONER TUNNEL DRIV TUNNEL DRIV TUNNEL COND DLATING PUMP JLATING PUMP	WATER PUMP MOTOR CIRCULATING PUMP PRE-HEAT BLOWER PUMP MOTOR EXHAUST BLOWER PUMP MOTOR PUMP MOTOR PUMP MOTOR PUMP MOTOR PUMP MOTOR PUMP MOTOR
LOCATION	1105 1105 1105 1105	11088 11088 11089	1109 1109 1109 1109	1109 1109 1109 1109	1109 1109 1109	1109 1109 1109 1109 1109	1109 11099 11099 11099	11009 111009 111009 111009 111009 111009 111009

DAY AND ZIMMERMAN CONTRACTOR OPERATOR KANSAS ARMY AMMUNITIO. ALANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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KAAP	89816 89864 69187 791809 89863 89863 89862 89862 93443 93442 934443 934443 934443 934443 934443 934443 934443 934443 934443 934443 934443 934443 934443 934443 934443 934443 934443 93443	89829 88371 88372 88374 74298 69275 - NONE
34 VT	A A B A B A B A B A B A B A B A B A B A	E CE4B CE4B CE4B M M M M M M M M M M M M M M M M M M M
FRAME SIZE	225 225 225 225 225 225 225 225 2284 184T 1184T 1184T 1184 225 225 225 225 225 326 326 326 326 326 326 327 326 326 326 327 326 326 326 327 327 326 326 327 327 327 327 327 327 327 327 327 327	3240 28615 26615 28615 204 203 1431
NAMEPLATE AMPERES	4.4.4.8.4.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	63.0 31.5 83.0 83.0 83.1 3.1 1.6
NAMEPLATE VõLTS	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	440 440
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RPM	1111	
Ħ		25.00 30.00 30.00 30.00 1.00
ION FUNCTION	VACUUM PUMP MOTOR COOLING BLOWER DRIVE ROTO CONE MOTOR BLOWER EXHAUST MOTOR AIR COOLING BLOWER AIR COOLING BLOWER AIR COOLING BLOWER AIR COOLING BLOWER AIR COOLING BLOWER COOLING BLOWER COOLING BLOWER COOLING BLOWER COOLING BLOWER COOLING BLOWER COOLING BLOWER COOLING BLOWER COOLING BLOWER COMPRESSOR CONDENSATE PUMP REFIG COMPRESSOR COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL EXHST #3 COOL TUNNEL MOTOR MOTOR VACUUM MOTOR VACUUM MOTOR VACUUM MOTOR VACUUM MOTOR VACUUM MOTOR VACUUM MOTOR VARI DRIVE MOTOR VACUUM MOTOR VARI DRIVE MOTOR VACUUM MOTOR VARI DRIVE MOTOR VACUUM MOTOR CHAIN CONVEYOR DRIVE CHAIN CONVEYOR DRIVE	VACUUM MOTOR VACUUM MOTOR VACUUM MOTOR VACUUM MOTOR FAN MOTOR CONDENSATE PUMP COOLING TOWER MOTOR
LOCATION	11009 11009	11114 11114 11114 1122 1122

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KAAP	NONE NONE NONE	NO NO NO NO NO NO NO NO NO NO NO NO NO N	NONE	NONE	NONE	NONE	NONE	89384	NON	NONE	NONE	NON ENON ENON	NONE .	NONE	88441	41295		74812	86328	89045	SYS40 NONE	NONE	WON L	NON	NONE	NONE	NONE	87264	NONE 97244	NONE	90700	87277	- NONE	- NONE 87137	
TYPE	αα	Χ.	73					۵.] 			ш , и		w	WCP184	<u>د</u> بد	VEVEFGM	HP1	CE 48	x :	۷			XX.			SSE	۵.	Η a	ž	۵.	۵		×	
FRAME	143T 405T 405T 56	56 182TDZ	1822 213TP	o o	56C	295	29C	K5 5	560	19C	MM143TC	213	213	213		224	14-184-41	254	1821 1827	2540	2540	567	547	E56	56	5407	56-5	260	2356 540	H56C	18207	45TC	PM184	3640	
NAMEPLATE AMPERES	3.6 1.8 41 41 7.8 3.9	3.2 6.6	23.0	6.8 3.4	7.8 8.7	7.8	7.8 7.8	3.0 1.5	7.8 7.0	7.8 8.7	0.01	4.1 2.1	4.3 2.1	4.4 4.1 2.1	4.5 2.1	6.2	7.6 7.5 3.8	9.6 4.8	9.2 4.6	1.2 10.6	1.2 16.5	2.3	1.3	5.4 2.7	1.5	7.0 C.0 4.4	3.4	3.2	7.6	9.2 . 4.5	2.4	7.6	4.0 2.0	4.0 32.0	
NAMEPLATE VOLTS	230 460 1 460 1 460 1	208 1		115 208 230	115	115	115	240 460	115	115	-	220 440	208 440	208 220 440	208 440	208	208 220 440	220 440	230 460	C4 C	208 220 440 2 440	230	440 644	115 230	230 460	112 208 211	115	208	115	115 230	208	208	208 440	208 440 208 220 440 6	
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9	1.00 125.0 125.0	1.00	7.50		0 v .	. 10	 	.50		.50	.50	1.00	1.66	1.00	1.50	N. 000	2.00	3.00	200	7.50	97. 98.	.33	. 33	33.	. 33					7.5	. 75	1.00	ſ	25.00	1
ION FUNCTION		AIR COMPRESSOR DRIVE OVERHEAD HOIST MOTOR		CIRCULATING WATER	OVERHEAD DOOR #1	DOOR	58	AN	OVERHEAD DOOR #4	OVERHEAD DOOR #5	UTTER	OH HEATER FAN #3	HEATER THIN #4	OH HEATER FAN #2	DRY ICE CRUSHER	AIR HANDLER DRIVE	FLOOR CONV DRIVE	CONDUCTOR EXHAUSTER	COMPRESSOR DRIVE	EXHAUST FAN DRIVE	CIRCULATING PUMP	CONDENSER FAN MOTOR	AIR COND CONDENSER	COOLING TOWER MOTOR	EXHAUST BLOWER DRIVE	COOLING TOWER MOTOR	HEATER FAN MOTOR	CROSS CONVEYOR MOTOR	CROSS CONVEYOR	COOL TWR CIRCUL PUMP	CIRCULATING PUMP	DRIVE MOTOR	BLOWER	AIR COND COMPRESSOR CRIMPER MOTOR #1A	
LOCATION	1124 1124 1127	1127	1127	1136	1136	1136	1136	1136	1136	1136	1136	1136		2 1136	1136	1136	1136	1136	1136	1136	11.36	1139	1139	1139	1139	1139	1139	1139	1139	1139	1139	1139	1139	1139	

* Active motor but annual hours of operation not known.

DAY AND ZIMMERMA CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

AN						
AN						
METER AMPS						
NORM AMPS						
LINE						
KAAP NUMBER	85927 87000 86894 87007 86893	NONE NONE NONE NONE NONE				77213 77213 77213 867851 867851 75273 75272 75272 75272 75276 7527
TYPE	*****	x		VAVEEGD VAVEEGD VAVEEGD VAVEEGD VAVEEGD	A A A A A X X X X X X X X X X X X X X X	g g 7.4.7 6
FRAME SIZE	364U 364U 364U 364U 364U 364U	3640 3640 856 856 856 856 566	R56 56. 56. 6-143-5 6-143-5 143T 143T 6-56-21	6-56-21 6-56-21 6-56-21 6-56-21 6-56-21 6-56-21	215 215 215 215 2215 2867 2867 1437 7420W	2554 2554 2554 2554 2554 2554 2554 2554
NAMEPLATE AMPERES		66.68 33.18 4.18 4.18 4.18 4.18 4.18 4.18 4.18 4	2. 7		3 15.4 7.7 3.1 15.4 7.7 4.2 15.4 7.7 7.7 9.3 15.4 7.7 7.7 9.3 15.4 7.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7	VV@40441@@i@V
NAMEPLATE VOLTS	0444 0444 0444	220 440 230 230 230		4444444 44444444 444444444444444444444	208 220 440 208 440 208 220 440 208 220 440 208 2 208 2 208 2 208 2 208 2 208 2 208 2 208 2 208 2 208 2 208 2 208 2 208 2 208 2	
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RPM	1175 1175 1175 1175 1175		3545 3545 3545 3515 1720 1750 1800			1725 1725 1725 1130 11140 11140 11140 1145 1145 1145 1740 1740
Ŧ	25.00 25.00 25.00 25.00 25.00	25.00 25.00 20.00			7. 20 20 20 20 20 20 20 20 20 20 20 20 20	5.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
LOCATION FUNCTION		#5A INE	HEATER #3 HUMIDIFIER REACTI HUMIDIFIER ABSORP CE DOWNLOADER CE DOWNLOADER CE DOWNLOADER CE DOWNLOADER MULOADER MULOADER	BELLI CONVEYOR UP CONVEY BELT BELT UNIT	VARI DRIVE MOTOR VARI UNIT CONV #3 VARI UNIT CONV #4 VARI UNIT CONV #1 VARI DRIVE MOTOR VACUUM MOTOR VACUUM MOTOR VACUUM MOTOR CONDENSATE MOTOR CONDENSATE MOTOR	
LOCAT	1139 1139 1139 1139 1139	1139 1140 1140 1140 1140		11146	1140 1140 1140 1140 1140 1145 1145	11999 12005

DAY AND ZIMMERMANN, CONTRACTOR OPERATOR NANSAS ARMY AMMUNITION PLANT, PARSONS, NS 67357 ELECTRIC MOTOR STUDY

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NAMEPLATE AMPERES		14.0	18.0 15.2	2010		1, 4, 10, 1	20.0 18.0	36.6 18.3	36.6 18.3	74.0 37.0	1.6	0.00	7.7	Z.1	11.4 6.1 5.7	2.5 1.3	8.9 5.6	7.4 3.7	5.2	13.2 6.4	V		6	1	9 0	Z0.0 10.0	1	5.2 2.6	2.1 1.1	2.1 1.5	3.6 1.8	2.7 1.4	18.0 9.0	18.0 9.0	13.6 6.8	14.2 7.1	<u>'</u>	13.0	5 26.0 13.0	120	. 170	340. 170	7.5	5-/1	B			B. 90°	0.00	1.4	0.00	9.00	2.8 1.3	4.1 8.2	3.2 1.6	
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RPM		53	3450	1735	1725	1175	1111	0/11	11/5	3535	1735	200	1 0	679	2420	1220	1100	3450	1725	1735	1725		1725	17/5	177.0	1740	1/20	1725	1140	1140	1735	3510	860	860	1735	1745	1745	1725	1725	1780	585	585	30 m	כשכנ	3515	3515	3530	35,50	0140	2406	14000		1725	3450	1720	
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TON FUNCTION	00100	SPARE HOLOR	TOTOR	CONVEYOR MOTOR	TOR			1		FEED PUMP MOTOR	CONDENSATE MOTOR	CONDENSER FAN MOTOR	CONDENSED CAN MOTOR	ATO LIVER TO MOTOR	ALK THINDLER FIOLOR									#1 PIMP		CALICATO MIX TO MOTOR	CACSTIC FIX FR MOTOR	ADION PROP	HEALER FAN - N. WEST	OVERHEAD HEATER FAN	AIR HANDLER	BRINE TANK PUMP	AIR COMPRESSOR MOTOR	AIR COMPRESSOR MOTOR		FUEL OIL PUMP #2			BOILER BLOWER	FIRE PROJECTION FUMP	AIR COMPRESSOR #2	AIR COMPRESSOR #1	COULT LATER FORF #2 15.00	T# LEON CULTURE FLOOR	SOLI MAIER SUPPLY	DINAMED AND TO THE	DEMINERALIZED #2	POTICE FORD BINE	DOAL CALL OF BURE		PIPE THREADER MOTOR		LATHE		DRILL PRESS MOTOR	
LOCATION	4000	7 0 0	1205	1205	1205	1005	1000	. 1007	1007	1205	1413	1414	1414	4 1 7 1	1111	0017	2.106	2203	3002	3002	3004	3004	3004	3004	7007	1000	7	00000	3000	3000	3005	3005	3005	3005	3005	3005	3005	3005	COOL	2000	C005	2002	2005	1000	1000	1000	2005	3005	3004	31904	3006	3006	3006	200c	3006	

* Active motor but annual hours of operation not known.

DAY AND ZIMMERMA. CONTRACTOR OPERATOR
KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357
ELECTRIC MOTOR STUDY

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FRAME	L56	791		99	. 99	90	184	(40)			254	213T			56-6	750 102TV	182TY	182TY	182TY	R56	148	R56	K56H	K56H	K56H	182T	1821 1821	182T	182T	182T	182T	182T	AVE254U	AUE-254U	MUE-2340	215	182T	184T	184T	1847	. 041 7131	213T	15T
NAMEPLATE F		1.0		3.1	3.1	- '	4.8 4.6	3.6		25.0 13.5 -	7.8 2		-	9	1.3							1.0 6	2.2	2	2.2 k								7.9 6	7.9 6	6.8 1	1	2.9 1			7.0			
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RPM	1725	1750	1750	1725	1725	1725	1775	1750	1725	1750	1460	1730	1750	1725	1725	1790	1790	1790	1790	3450	247	1785	1725	1725	1725	לט/ן	1755	1745	1745	1745	1745	1745	1200	1200	1730	1740	1790	3485	3485	3485	1760	1760	3510
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ION FUNCTION	DOALL SAW MOTOR	GRINDER MOTOR	INDER MOTOR	EXHAUST ION	#2 FAHAUSTION FAN	DOAL CALL DETEN	COIL COOLING FAN	GRINDER MOTOR	SHAFT DRIVE MOTOR	DRIVE MOTOR	AIR HANDLER MOTOR	COIL COOL FAN CONDEN	AIR HANDLER MOTOR	GAS PUMP MOTOR	DECARRON PUMP MOTOR	PUMP MOTOR	AUTO CLAVE PUMP MTR		PUMP MOTOR	CONTRACTOR HEATER MIR	MIN TOTAL STATE OF MIN	MIXER GEAR HEAT MIR	VENT FAN MOTOR	VENT FAN MOTOR	CENT FAN MOTOR	DIMP MOTOR	PUMP MOTOR	MOTOR	GEAR REDUCTION MOTOR	MOTOR	GEAR REDUCTION MOTOR	GEAR REDUCTION MOTOR	HYDRAULIC PUMP MOTOR	PUMP MOTOR	BLOWER MOTOR	MOTOR	MOTOR-CONVEYOR DRIVE	MOTOR	PINE MOTOR	MOTOR	MOTOR	MOTOR	PUMP MOTOR
LOCATION	3006	3006	3006	3006	2665	3886	3006	3006	3006	3006	3006	3006	3006	7005	3007	3007	3007	3007		75	7002	3007	3007	3007	7007	7005	3007	3007	3007	3007	3007	3007	7992	3007	3007	3007	3007	7007	7005	3007	3007	3007	3007

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FRAME	7157		36307	909	1781	1841	18210	1821	48 • • • •		1821	1821C	1821	1010 0100	1021C	1801	184T			182T	182TC	182T	182T	182TC	1921	1821 C.	182T	AVE-254U	AVE-2540	4VE-254U	182T	184T	213T	Z13T	213T	2137	7131 7151	96	26	56	L56c	1000	1921 Y	182T	. 29c	56C	TD56	
NAMEPLATE AMPERES		10					2	1.7	1		7.1	7 1	1 -	2.6 2.0 1.3		1	9 6.8	-	2.0 1.0	2.1	2.1	2.1	2.1	1.8	2.5	8.4 4.2		5.8 7.9 ,	6.7 B.	15.8 7.9 /	5.8 2.9	B.0	10.5	5	10.3	10.5	2.0 2.0	7.8 3.9	8	5.6 2.8	3.0 1.5	1.0 0.1	1.9	1.9	2.7 1.4	2.5 1.4	3.6 1.8	
NAMEPLATE VOLTS	460 1		440			90+ 907 440	446		730:460		7.50	440	200 440		230 460		460	460	230 460	460	460	460	460	460	460	230 460	•	4	440		230 460	460		460 1	-	450 1		220	` '	CA .	230 460	٠.	460	•	4.	230 460	230 460	
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RPM	3560	1888	1725	1745	1740	1705	1785	74.00	1775	1785	1707	17.05	1720	1785	1715	1745	1730	3450	3450	1785	1785	CB/1	1/85	1780	1155	1730	1.745	1200	1200	1200	1290	3485	1760	1760	3505	75.10	3510	1725	1725	1725	172	1790	1790	1790	345	1160	1725	
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ION FUNCTION	PUMP MOTOR	PUMP MOTOR	TRANSFER FAN	EXHAUST FAN #2		AGITATOR MOTOR	LEAD KILL TANK AGITA		AIR HANDLER	AIR HANDLER	AGITATOR MOTOR	EXHAUST FAN MOTOR	HOPPER MOTOR	PACK HOUSE KILL TANK	AIR HANDLER	EXHAUST FAN	SAW DUST PLOWER MTR	CIRCULATING PUMP	PUMP MOTOR	SODIOM NITRITE FEED	SODA ASH GEED DIND N	N TROT DEST FOR EUROS	SOUTH TANK AGE	SODA ASH TRANS MOTOR	SODA ASH SOLE MIX	SERV AREA SUP FAN	PREPARA AREA SUP FAN	PUMP-PRECIP WEST BAY	HYDRAULIC PUMP MOTOR	TENT FRECIP EAST BAY	FAD ACETATE MIX TNK	LEAD AZIDE TRANSFER	PREPARA AREA SUP FAN	PRECIP AREA EXHAUST	LEAD ACETATE FEED		COOL PUMP TO TWR H20	EXHAUST FAN MOTOR #2	EXHAUST FAN MOTOR #3	AND MAY THIS ACCURATED	PRECOAT MIX TNK AGIT	FLUID PUMP DRIVE	PUMP	EXHAUST FAN MOTOR	ROLL UP DOOR	SOD NITRITE THE AGIT	EXHAUST FAN MOTOR	
LOCATION	3007	3007	3008	3008	3008	3008	3008	3010	3010	3012	3012	3012	3014	3014	3014	3014	3014	בנמני	2012	2010 2010 7	3015	7015	7015	3015	3015	3015	3015	3015	2015 C105	1000	3015	3015	3015	3015	C102	3015	3015	3016	3016	2010	3916	3016	3016	3016	3016	3016	3016	

DAY AND ZIMMERMAN CONTRACTOR OPERATOR
KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357
ELECTRIC MOTOR STUDY

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FRAME SIZE	TD56 TD56 143T 182T 182T	1821 1821 2867	145 182T 182T	182T 182T	182T E86	E86 182T	1827 1827	1821 1827	286T 182T	182T	182T	182T	182T	182T 182T	182T	2157	184T 184T	184T	215 184T	184T	1841 1827	213	213 184T	2131	213T	2131	215T
NAMEPLATE AMPERES	2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.	2.2.2	5.6 2.8 2.5 2.5	22.5	2.5 4.8 2.3	2.6	5.8	5.8	4.6	4.6	4.6	4.6	4.6	4.6 4.6	4.6	3 W	6.8	13.6 6.8	6.7 2.3 6.8	ı co ·	13.6 6.8	7.0	13.6 6.8) ທຸ	10.5	3 W.	28.0 14.0 12.4
NAMEPLATE VOLTS	230 460 230 460 230 460 460		460 460	1 1	460 220 440	220 440	460 460	460 460	460 460	460	460	460	460	460	094		460		460		460	094	044 OFC		094		220 440
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КРМ	1725 1725 1735 1780 1780		1730 1735 1755																								1725 1759
H d H	1.00 1.00 1.00 1.00	1.00 1.00 1.50	1.1.00 0.00 0.00	1.58 1.58	1.00	1.50	2.00	2.00 00 00 00	3.00	3.00	3.00	3.00	3.00	3.00	. u.	. v	N 10	. N	. n 000	5.00		5.00	ນ ເ ອ ອ ອ ອ	7.50	7.50	7.50	10.00 10.00
ION FUNCTION	_	EXHAUST FAN MOTOR #1 EXHAUST FAN MOTOR AIR HANDLER MOTOR	SOD AZD MIX TNK AGIT A/C DROWNING TANK NORTH PUMP MOTOR	A/C DROWN TANK PUMP EXHAUST FAN MOTOR	AIR HANDLER MOIOR NORTH PUMP MOTOR OVERHEAD HOIST	OVERHEAD HOIST C.M.C. HEELS TRANSF	EXHAUST FAN MOTOR 2ND CLEAR LIQUID STO	#2 MOTHER LIQUOR STO #1 MOTHER LIQUOR STO	AIR HANDLER MOTOR PROCESS CONDEN PUMP	AUTOCLAVE AGITATOR	ANALYSIS #1 C.M.C. SOLN. STG. #1	ANALYSIS #2	PRODUCT SOLUTION	PROD SOLUTION PUMP	PUMP MOTOR	PUMP DRIVE	#2 EVAPORATOR AGITAT	HNØ3 TRANSFER PUMP	HEELS TANK AGITATOR	AIR COMPRESSOR DRIVE	UNLOADING PUMP		TRANSFER PUMP MOTOR	AMMONIA ABSORBER		ATR HANDLER MOTOR	OIL PUMP MOTOR KILL TANK #1 AGITAT
LOCATION	3016 3016 3016 3016 3016	3016 3016 3016	3016 3016 3016	3016	3016 3016 3016	3016	3016	3016	3016	3016	3016 3016	3016	3016	3016	3016	3016	3016	3016	3016	3016	3016	3016	3016	3016	3016	3016	3016

DAY AND ZIMMERMAN CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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FRAME	SIZE	215T		215T	254T	254T	254T	286T	284T	286TS	286TS	236T ·	.: 95H	213T	215T al	Z13T	405T6	406T6	324UPH ::	324UPH	324T	324TS	324TS	365UP	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1	14		VM1452
NAMEPLATE	AMPERES	12.8	54.4	12.0	19.5	19.0	0.61	0.92	56.0 33.0	37.0	37.0	115. 58.0	10.8 5.4	5.01	5.01	5.01	114	114	30.1	30.1	50.0	50.0	50.0	59.3	35.0 17.5	35.0 17.5	19.0 9.5	1.6	1.6	6.8 3.4
Ž	VOLTS	460 1	115 230 5	. 460 1	450 1	460	460 1	09 +	230 460 6	460	094	•	115 208 230	460	094	460	094	094	7 094	7 394	094	094	460	094	•	230 460	230 460	230	230	230 460
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	LOCATION FUNCTION	KILL TANK #2 AGITAT	ELECTRIC PLANT	STRIPPED LIQUOR STOR	AIR HANDLER MOTOR	10% SOLN. STG. #3 E.	10% SOLN. STG. #1	HYDRAULIC PUMP DRIVE	AIR HANDLER MOTOR	OIL PUMP DRIVE NORTH	OIL PUMP DRIVE SOUTH	AIR HANDLER	EXHAUST FAN DRIVE	PUMP MOTOR	PUMP MOTOR	ERINE CIRCULAT PUMP	#1 SOD REFRIG MACH	#2 SOD REFRIG MACH	LED AZD COOL TWR #1	LED AZD COOL TWR #2	LEAD AREA REFRIG	PUMP MOTOR	PUMP MOTOR	SOD AZD COOL TWR PMP	#1 SODIUM COOLING	FAN MOTOR	FAN MOTOR	FAN REF. MOTOR	FAN REF. MOTOR	LIGUID NITROGEN PUMP
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APPENDIX E

ACTIVE MOTORS SORTED BY INCREASING ANNUAL ELECTRICITY COST - BUILDING NUMBERS BELOW 999

DAY AND ZIMMERMAN CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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LOCATION FUNCTION	HIGH SPEED GRINDER RIVET SET RRICK SAW MOTOR BENCH GRINDER WATER COOLER WATER COOLER WATER COOLER WATER COOLER WATER COOLER WATER COOLER WATER COOLER WATER COOLER WATER COOLER WATER COOLER WATER COOLER GENCH GRINDER CONDENSATE PUMP BENCH GRINDER GRINDER CONDENSATE PUMP BALDOR GRINDER FEDESTAL GRINDER FEDESTAL GRINDER FOONDENSATE PUMP BALDOR GRINDER FOONDENSATE PUMP BALDOR GRINDER FOONDENSATE PUMP BALDOR GRINDER GRINDER MOTOR CONVEYOR DRIVE MOTOR BENCH GRINDER WATER COOLER BENCH GRINDER WATER COOLER BENCH GRINDER WATER COOLER BRILL PRESS FORKLIFT HOIST WATER COOLER BRILL PRESS FORKLIFT WATER COOLER BRILL PRESS FORKLIFT WATER COOLER BRILL PRESS FORKLIFT WATER COOLER BRILL PRESS FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WATER FORKLIFT WA	CONDENSATE PUMP SUMP PUMP SUMP PUMP CONDENSATE PUMP
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DAY AND ZIMMERMAL CONTRACTOR OPERATOR KANSAS ARMY AMMUNITIO, PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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DAY AND ZIMMERMA, CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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DAY AND ZIMMERMA. CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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DAY AND ZIMMERMAN, CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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DAY AND ZIMMERMA. CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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ION FUNCTION	CONV MTR ULTRA CLEAN DRYER TUMBLER ULTRASONIC CONVEYOR CONDENSATE PUMP CINCINNATI GRINDER JONES LOADER #6 BRAKE PRESS LATHE CHILL WATER RETURN NORTON GRINDER MOTOR JONES LOADER #1 FOUNDER CHAIN BUCK RE BOILER FUEL OIL PUMP RETURN MOTOR CORNER CHAIN BUCK RE BOILER FUEL OIL PUMP RETURN MOTOR CORNER CHAIN BUCK RE BOILER FUEL OIL PUMP RETURN MOTOR CORNER CHAIN BUCK RE BOILER FUEL OIL CONVEY CORNER CHAIN BUCK RE BOILER FUEL OIL PUMP RETURN MOTOR CORNER CHAIN BUCK RE BOILER FUEL OIL PUMP RETURN MOTOR CORNER CHAIN BUCK #1 FEED—OUT CONNOLLY #2 FUEE GAGING CONLY #3 FUEE GAGING CONLY #3 FUEE GAGING CONLY #3 FUEE GAGING CONLY #1 FEED—IN CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—OUT CONNOLLY #2 FUEE GAGING CONLY #1 FEED—OUT CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—IN FEED ONLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—IN CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FEED—OUT CONNOLLY #1 FAME FIXTUR CONLY #1 FEED—OUT CONNOLLY #1 FEED—OUT	VACUUM PUMP MOTOR
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ION FUNCTION	WEST END AIR CURTAIN AIR COMPRESSOR #2 STOCKER MOTOR WEST AIR CURTAIN MTR EXHAUST FAN #10 TAPE FIXTUR VARI WEST END AIR CURTAIN #1 FUZE GAGING CONLY #3 #7 FEED-OUT CONNOLLY #3 TAPE FIXTUR CONLY #3 TAPE FIXTUR CONLY #3 TAPE FIXTUR CONLY #3 TAPE FIXTUR CONLY #3 TAPE FIXTUR CONLY #3 TAPE FIXTUR CONLY #3 TAPE FIXTUR CONLY AIR HANDLER GAGING MACHINE DRIVE #1 TAPE FIXTUR CONLY AIR HANDLER MOTOR PAINT BOOTH CONVEYOR BOILER #3 STOCK DRIV BLOWER MOTOR TABLE SAW CONVEYOR LEAD CUP #2 BOILER CONLY AIR HANDLER MOTOR #4 TAPE FIXTUR CONLY AIR HANDLER MOTOR #4 TAPE FIXTUR CONLY OIL PUMP MOTOR #4 TAPE FIXTUR CONLY OIL PUMP MOTOR #5 TAPE FIXTUR WASHING MACH 0857222 OIL PUMP MOTOR #4 TAPE FIXTUR WASHING MACH 0867222 OIL PUMP MOTOR #4 FUZE GAGING CONLY TRAYING LEED PUMP BOILER FUEL OIL FEED BURNER MOTOR #4 FUZE GAGING CONLY TRAYING LEAD CUP #2 PUMP MOTOR #4 FUZE GAGING CONLY TRAYING LEAD CUP #2 PUMP MOTOR #4 FUZE GAGING CONLY TRAYING LEAD CUP #2	VACUUM UNIT #1
LOCATION	### ##################################	315

DAY AND ZIMMER ., CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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TION FUNCTION	MONARCH LATHE MILL MACH SPIND MTR VACUM UNIT #4 MARATHON MTR PUMP #2 TABLETING PRESS #4 NO. CONDENSATE PUMP WATER PUMP MOTOR #1 TABLETING PRESS #4 AIR HANDLER S. CONDENSATE PUMP WASHING MACH 085824 CONDENSATE PUMP WASHING MACH 085824 CONDENSATE PUMP WASHING MACH 085824 CONDENSATE MOTOR SYNCHRONOUS CENTER WASHING MACH 085824 AIR COMPRESSOR MOTOR CONDENSATE MOTOR CONDENSATE MOTOR SAWDUST COLLECTOR BLOWER MOTOR CONDENSATE MOTOR CONDENSATE MOTOR AIR COMPRESSOR AIR COMPRESSOR AIR HANDLER AIR HANDLER AIR HANDLER AIR HANDLER MOTOR CONDENSATE MOTOR CONDENSATE MOTOR CONDENSATE MOTOR AIR HANDLER MOTOR CONDENSATE MOTOR CONDENSATE MOTOR AIR HANDLER MOTOR CONDENSATE MOTOR CONDENSATE MOTOR AIR HANDLER MOTOR AIR HANDLER MOTOR AIR HANDLER MOTOR CONDENSATE MOTOR AIR HANDLER MOTOR AIR HANDLER MOTOR AIR HANDLER MOTOR AIR HANDLER MOTOR AIR COMPRESSOR JONES LOADER #9 WASHING MACH 085746 MASHING MACH 085746 AIR COMPRESSOR JONES LOADER	T AIR COMPRESSOR
LOCATION	203 203 203 3115 701 702 702 703 703 703 7112 7112 722 722 722 733 733 733 733 733 733 73	701

DAY AND ZIMMERMAN CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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TYPE		ם מ
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NAMEPLATE AMPERES	11. 6. 3 . 6. 8 . 3. 8 . 6. 8 . 3. 8 . 6. 8 . 3. 8 . 6. 8 . 3. 8 . 6. 8 . 3. 9 . 6. 8 . 3. 9 . 6. 8	14.0 7.0 7.4 3.7
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DAY AND ZIMMERMAN CONTRACTOR OPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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	FUNCTION	PAINT BOOTH WIR PUMP	VACUUM MOTOR	HYD PUMP MOTOR	HYD PUMP MOTOR	BATT. A. OH EXHS FAN	PUMP MOTOR	F	CIRCULATING PUMP	HYD PUMP MTR #1 #1 MAIN DRIVE CONLY	DRYER BLOWER 085770	#8 MAIN DRIVE CONLY	DRYER BLOWER	UNLOAD HYD PUMP #2	HYD PUMP MOTOR	WIND BOX FAN DRIVE	WASHING MACH 08582	#3 MAIN DRIVE CONLY	SAMDUST VACUUM	HYD PUMP MOTOR	PUMP MOTOR	WASHER 085746	EAST AIR COMPRESSOR	STACK FAN #3 #4 HYD PUMP CONNOLLY		AIR HANDLER	AIR COMPRESSOR	#5 HYD MTR CONNOLLY	#9 HYD PUMP CONNOLLY	HYD PUMP MOTOR	AIR COMPRESSOR MOTOR	VACUUM UNIT #3	MTR #3	#3 HYD PUMP CONNOLLY	CONDENSER FAN MOTOR	CONDENSER FAN MOTOR	BURNER MTR #2 BOILER	#2 HYD PUMP CONNOLLY BURNER MTR #1 BOILER	DRYER BLOWER 85768	
	OCATION	•																											315			U10	724	315	741	741	724	315	112	

DAY AND ZIMMERM, CONTRACTOR UPERATOR KANSAS ARMY AMMUNITION PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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AN	2000	2000	2007 4000	0000	2000	2000	1500	1968	2016	2016	1000	2000	0100	1000	2000	2016	2016	1500	9704	2010	1040	5014	7100	1000	1000	5014	2000	2016	2000	0000	9999	2000	1000	1000	1001	9000	0010	5014	2000	5014	1968	1968	1700	2000	492	1000
METER AMPS	4.8	•	יי ל יי מ	ס מ	, N	8	7.0	11.0	11.5			9.0	17.0	11.6	14.0	14.0	14.5	•	ומ		17.7	7.7	. o	4.0	16.9	3.4	8.6	•	0.6	9.0	. 0	4 64	19.0	43.5	41	7.6	. ה ה	, iu	15.0	14.4	43.8	46.7	40.4	26.0	124.0	72.0
NORM	6.9	0.7	מים	ה ה ה	2.0	6.5	20.1	20.6	14.5	19.0	20.0	6.9	14.4	20.0	16.2	15.7	14.7	ei G		1 6 0 6	44.6	7.0	, C		20.0	4.6	13.0			ក សូរ សូរ		14.0		42.7	, c	700	4 6 U R	6.9	20.0	18.2	42.7	42.7	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	26.6	120.0	121.0
LINE	460	460	4 0 20 0 20 0 20 0	7 4 6	460	460	208	208	208	460	460	460	202	460	208	208	208	208	907	944	9 6	900	0077	440	460	460	460	208	460	460	4 4 6 5	466	460	208	200	900	997	460	460	- 208	- 208	208	208	- 208	460	208
KAAP NUMBER	95145		95150	13/64		NONE	95643	60590	97815		1	95143	NONE 05140	, , , , , ,	NONE	HONE	12150	NONE	1 1 1 1 1 1 1							93127	NONE	97821	65056	96100	96101	96103			69351	80201	07876	93116	94685			1	00400	, , , , ,		HOON
TYPE	× .	۵	¥		_ a.	۔ .	¥			1		X	2 3	-		C064B	×	MLU	IDK-BE		1				1	1 1 1 1 1	RGZZ	_	۵	۵. ۱	2.0	LΩ	۵			×50.	.,					1 1 1		4		
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Ŧ		•	5.00		. i	9 6	7.50	7.50	5.00	15.00	15.00	5.00	1.00 c		9	5.00	5.00	7.50	3.00	10 10	15.00	•	۶ i	~ 1				5.00	10.00	10.00	10.00	16.66	15.00	IL.	1.00		100	9 6			15.00	15.00	15.00	10.00	00	
OCATION FUNCTION	VACUUM	#1 HYD			# / HYD FORE CONTOLLY ### HYD HYD PIND MOTOR		LATHELCHUCK			WATER PUMP MOTOR	HYD PUM CON SWAGE #1	VACUUM UNIT (WEST)	FEED PUMP MOTOR	HYDRAII IC BIMP MOTOR	DUGT BLOWER MOTOR	COOL DISCHRG BLOWER	ELEVATOR	BURNER MOTOR	AIR HANDLER	AC COND. FAN NORTH	HYDRAULIC PUMP MOTOR	AIR COMPRESSOR	AIR COMP	AC COND SOUTH UNIT	HYDRAULIC FOIR BOLOR		ž	AIR	HYD PUMP	HYD PUMP	HYD PUMP	HYD PUMP MOTOR	HYD PUMP/	WATER FEED PUM			AIR COMPRE	CONDENSER FAN	HYD PIMP MOTOR	ACE	WATERFEED PUMP	WATERFEED PUMP #3	WATERFEED PUMP #2	MIN COMPANDON	COMP	
700	315	315	315	1 +1	2 F	11.	1	724	717	744	315	315	186	446	101	107	205	186	741	716	315	77	739	77	7 5	705	31	77	315	315	31	315 715	31	06	73	1	705	7 6	7	73	724	12	22	7 4	744	10

DAY AND ZIMMERM , CONTRACTOR OPERATOR KANSAS ARMY AMMUNITIC! PARSONS, KS 67357 ELECTRIC MOTOR STUDY

AN	4112 4738 4738 4738 4739 6871 6871 68871 68871
AN	2000 2000
METER AMPS	0.07.40.00.00.00.00.00.00.00.00.00.00.00.00.
NORM S AMPS	11.33.50 12.33.50 13.35 13.35 14.34 15.35 16.
LINE	44424444444444444444444444444444444444
KAAP NUMBER	98376 93704 93704 93704 93127 93375 79476 NONE 90553 90553 91741 91741 91741 91741 93734
TYPE	
FRAME SIZE	4 5 A 4 5 A
NAMEPLATE AMPERES	310. 155. 240. 120. 106. 120. 240. 120. 240. 120. 233. 238. 238. 238. 238. 3.9 1.9 1.1 1.1 1.1 3.9 1.9 1.1 1.1 1.1 1.1 1.1 1.1 1.1
NAMEPLATE VOLTS	230
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RPM	885 1770 1770 1180 1180 1180 1180 1725 1725 1725 1725 1725 1725 1725 1725
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TION FUNCTION	RELIANCE MOTOR A.C. COMPRESSOR SCHRAMM COMPRESS #3 COMPRESSOR MOTOR AC COMP SOUTH UNIT SCHRAMM COMPRESS #4 AC COND FAN NORTH COMPRESSOR MOTOR GARD DENVER COMPRESS AC COMPRESSOR ELOWARD AIR COND BLOWER MOTOR EXHAUST FAN CONDENSER FAN MOTOR ENGINE LATHE BLOWER MOTOR ENGINE LATHE BLOWER MOTOR WATER COOLER BLOWER MOTOR WATER COOLER BLOWER MOTOR WATER COOLER BLOWER MOTOR WATER COOLER BLOWER MOTOR FILM PROCESSOR #2 AIR CONDITIONER EAST ARMOTOR FILM PROCESSOR #2 AIR CONDITIONER EAST ARMOTOR LUCAS MILL DEHUMIDIFIER COMPRESS MOTOR WEST SUMP PUMP SUMP PUMP BLOWER MOTOR SUMP PUMP BLOWER MOTOR SUMP PUMP BLOWER MOTOR SUMP PUMP BLOWER MOTOR VALVE REFACER MOTOR AIR CONDITIONER WEST SUMP PUMP BLOWER MOTOR AIR CONDITIONER WEST SUMP PUMP BLOWER MOTOR SUMP PUMP BLOWER MOTOR SUMP PUMP EXHAUST FAN SUMP PUMP SUMP PUMP SUMP PUMP FAN MOTOR SUMP PUMP SUMP PUMP
LOCATION	11777777777777777777777777777777777777

DAY AND ZIMMERM. CONTRACTOR OPERATOR KANSAS ARMY AMMUNITIC. PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

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AN		100	2016	100	100	1200	100	200	1500	100	100	300	1000	100	100	100	100	100	200	200	200	200	1500	200	100	2016
METER	i	-	4.6	9	2.5	8.8	7.1		1	8.8	2.1	1	7.7	19.0	8.6	1	63.0	4.5	1.0	1.4	8.0	1.9	1	0.0		397.0
NORM		1		1	1		1	1	1		1	n, m	14.4	1		6.3	1	1	1				9.0	1		460.0
LINE	VOL. 3	-	-		-	-		-	1	1	1	230	208	-	-	115	1	1	-			-	115	1	-	440
KAAP	NOTIDER	41105	. 64558	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- 98594	96182	1		. 62347	89256 -		NONE	02262	1 1 1 1 1 1 1 1		- NONE	-		- 0368	- 0367	- 0365	- 0366		- 0369		97961
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FRAME	3716							1 1 1 1 1 1 1 1		1 1 1 1 1 1		58562	254			84		1 1 1 1 1 1				1 1 1 1 1 1	29C			1 1 1 1 1
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TO THOUSAND	LOCALION FUNCTION	CONDENSATE PUMP	MOTOR	SUMP PUMP	PUMP MOTOR	DEHUMIDIFIER	SUMP PUMP EAST DOCK	AIR CONDITIONER	HEATER OIL MOTOR	AIR CONDITIONER	CONDENSATE PUMP	BLOWER MOTOR	STACK FAN MOTOR #3	SUMP PUMP	SUMP PUMP	PRESSURE PUMP TEST	HYDRAULIC PUMP MOTOR	HOIST MOTOR	AIR CONDITIONER	AIR CONDITIONER	AIR CONDITIONER	AIR CONDITIONER	BOILER OIL PUMP	AIR CONDITIONER	SUMP PUMP	ELECTRA COMPRESSOR
	LOCA	608	209	812	057	913	913	207	201	202	202	858	902	0.26	910	203	203	203	208	208	208	208	052	208	913	744

APPENDIX F

ACTIVE MOTORS SORTED BY INCREASING ANNUAL ELECTRICITY COST BUILDING NUMBERS ABOVE 1000

DAY AND ZIMMERMA CONTRACTOR OPERATOR
KANSAS ARMY AMMUNITIC PLANT, PARSONS, KS 67357
ELECTRIC MOTOR STUDY

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AN	1000 10000 1	
METER AMPS	$\begin{array}{c} u.q.q.q.v.g.g.g.g.g.g.g.g.g.g.q.q.q.q.q.q$	
NORM	00 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
LINE		
KAAP NUMBER	NONE NONE NONE NONE NONE NONE NONE NONE	
TYPE		
FRAME SIZE	44444444444444444444444444444444444444	
NAMEPLATE AMPERES	0.00 0.00	
NAMEPLATE VOLTS	115 115	
PHASE		
RPM	1725 1725 1725 1725 1725 1725 1725 1725	
류	######################################	
ION FUNCTION	SUMP PUMP SUMP SUMP PUMP SUMP PUMP SUMP PUMP SUMP PUMP SUMP PUMP SUMP PUMP SUMP PUMP SUMP PUMP SUMP PUMP SUMP PUMP SUMP PUMP SUMP SUMP PUMP SUMP PUMP SUMP SUMP PUMP SUMP SUMP PUMP SUMP SUMP SUMP SUMP SUMP SUMP SUMP	
LOCATION	11111111111111111111111111111111111111	

DAY AND ZIMMERMA' CONTRACTOR OPERATOR KANSAS ARMY AMMUNITIC. PLANT, PARSONS, KS 67357 ELECTRIC MOTOR STUDY

AN		753 1005 1005
AN	360 360 360 360 360 360 360 360 360 1000 100	2016 1500 1500
METER	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	27.6 21.0 21.0
NORM		27.5 26.0 26.0
LINE	1111 1111 1112 1111 1112 1113 1113 1113	460 460 460
KAAP NUMBER	96238 96237 96237 96237 96236 96236 96236 96236 96236 96236 96237 96236 96236 96236 96236 96236 96236 96236 96236 96236 96236 96236 96236 96236 96350	NONE 90161
TYPE	P P P P P P P P P P P P P P P P P P P	TFS BDZ K K
FRAME SIZE	48 48 48 48 48 48 48 48 48 48	215TD 256TP12 256TP12
NAMEPLATE AMPERES	6.66 6.66	27.5 52.0 26.0 52.0 26.0
NAME PLATE VOLTS	7	230 460
PHASE		ນ ເກ ເກ
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LOCATION	1402 1402 1410 1410 1410 1410 1410 1410	1 1

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KANSAS ARMY AMMUNITIC PLANT, PARSONS, KS 67357
ELECTRIC MOTOR STUDY

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AN HPS	15000 15000 1000 1000 1000 1000 1000 10
METER AMPS	2427 2020
NORM AMPS	643. 995.00 99.00 99.00 99.00 99.00
LINE VOLTS	44440
KAAP NUMBER	4 1 2 6 5 3 4 1 2 6 6 5 3 4 1 2 6 6 5 3 4 1 2 6 6 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
TYPE	######################################
FRAME SIZE	504 3651 3651 3651 1431 1431 1256 184P
NAMEPLATE AMPERES	126. 63.0 190. 95.0 190. 95.0 180. 95.0 180. 95.0 180. 90.0 180. 90. 90. 90. 90. 90. 90. 90. 90. 90. 9
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LOCAT	2106 2106 2106 2106 1003 1017 2105-A 2105-A 1102 1005 1005 1005 1005 1005 1005 1005

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